





## INTIMATIONS

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No anonymously signed communications that have already appeared in other papers will be inserted.

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Telegraphic Address: PANGS. Codes: A.B.C. 5th Ed. Lieber. P.O. Box: 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C. LONDON OFFICE: 181, FLEET STREET, E.C.

## The Daily Press.

HONGKONG NOVEMBER 22ND, 1913.

NEARLY two months ago President HUERTA of Mexico declared that the "war between brothers" was "on the point of terminating." That this declaration has been abundantly falsified by events, the telegrams during the past week have made quite clear. One of the Press correspondents in that unhappy country recently summed up the situation in these terms: "So long as the peons can count upon four shillings a day for being soldiers instead of one shilling a day, or less, for being labourers (with frequent opportunities of lost throws in), they will fight willingly for either side and run the risk of getting killed." The world at large scarcely realises the extent of the slaughter that has occurred in this civil war. One of the accounts before us mentions "the fact that some 60,000 Mexicans have been killed." That was written more than a month ago. During the past week we have had telegraphic news of "one of the most sanguinary battles of the revolution," and, again, we have been told that conscription is proceeding so vigorously that the number of men enrolled exceed the available supply of rifles. Foreigners are either leaving the country or actively taking precautions for the defence of their lives and property, and one of our day's telegrams states that twenty-two foreign warships have assembled in Mexican waters, in view of what is happening or threatening in

Mexico. It is stated that during the revolution no fewer than two hundred citizens of the United States have been killed, and that Americans in Mexico have suffered enormous losses. Consequently, in Texas, in New Mexico, in Arizona, especially in the southern parts which lie next to Mexico, the feeling against the Government at Washington, because of its hesitation to afford protection for its subjects, is described as bitter and contemptuous. It is impossible, however, not to recognise that armed intervention is a step which the United States cannot lightly undertake. General CARRANZA, the leader of the Constitutionalists, whom the Government at Washington would wish to support as against the *de facto* President of the Mexican Republic, has refused to entertain any overtures from the United States, and, on the ground that President Wilson's unofficial envoy has not been furnished with credentials, has put an end to the discussions which have been taking place. President HUERTA has ignored—contemptuously ignored—the protests which the United States Government has made to him. In defiance of the warning from Washington he has convened the Mexican Congress and delivered a message which did not mention this subject of the country's international relations, though he impressed the Congress with the fact that the moment is a solemn one, possibly decisive of the future of the nation. We presume this means that he conceives the issue to be between national independence and annexation by the United States. At all events the latest messages from Mexico City do not afford the smallest indication of any disposition on the part of President HUERTA to comply with the demands made by the United States. In convening the Congress he has already defied the United States Government, and a reply to this act of defiance can scarcely be long delayed.

Three probationer nurses are advertised for by the Principal Civil Medical Officer.

The Bishop of Victoria will preach at St. Stephen's Chinese Church, West Point, to-morrow (Sunday), at 11 a.m.

In the Summary Jurisdiction Court yesterday, before Mr. H. J. Gompertz, a case was mentioned by Mr. Mason, the claimant, who stated that a portion of the claim made was balance due for a coffin supplied. No comment was made and the case was put back.

At an Examination for Inspectors of Nuisances, held at the Technical Institute and the Sanitary Board offices, Hongkong, on June 26th, 27th and 30th, 1913, under the auspices of the Royal Sanitary Institute, six candidates presented themselves. The following three candidates were certified, as regards their Sanitary knowledge, competent to discharge the duties of Inspector of Nuisances under the Public Health Act, 1875:—Norman Beethoven Calvert, William Elliott, Manuel Ligores, all of Hongkong.

When at Swatow, Capt. Wolff, of the steamer *Rajaburi*, was presented with a big silk flag, bearing his name, given by the shippers of the cargo sent by the *Keong Wai*, which met with a mishap recently. Capt. Wolff sighted her on the *Rajaburi*, and went to her aid, towing the *Keong Wai* from Prince Consort to Singapore, a distance of 635 miles, thus safely bringing the vessel and cargo to port with only four days' delay. It is understood that the captain, officers and crew of the *Rajaburi* have been handsomely rewarded by the N.D.L. Company for the salvage of the *Keong Wai*, which is also an N.D.L. steamer.

Construction work on the long-projected Penang Hill railway has begun and the line is expected to be open to traffic at the end of 1915. The line starts at the Ayer Itam Road and will end on the south side of the spur where Strawberry Tuglow now stands. The two terminal stations will be at levels of 114ft. and 2,387ft., respectively, above sea level, giving a total lift of 2,273ft. with a mean gradient of 1 in 2.7. The line will cover a distance of 433 yards. There will be two carriages to each section with a capacity for 40 passengers each. The line will be capable of carrying 3,000 daily. The Municipal Power Station will supply the electricity.

## OVERCROWDING IN DUBLIN.

Contrast with conditions among the DYAKS OF BORNEO.

Giving evidence at a housing inquiry in Dublin, John Ryan, a tenant, said he had a wife and family of twelve living in two rooms. Speaking of the houses in Anglecourt, Mr. Ryan, an experienced engineer, said: "The Dyaks of Borneo live in palaces compared with the premises I saw there. I lived in Borneo for some time and can speak the language fluently, so I ought to know."

## TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## SAVING THE FATHERLAND.

PRESIDENT HUERTA'S PLEA.

MEXICO CITY, November 21st.

Napoleon's dictum that "The law is not violated when one saves the Fatherland" is given prominence in President Huerta's message to Congress. He does not mention anything of international relations, but proceeds to justify his recent dissolution of the Congress, and concludes by reminding Congressmen that the moment is a solemn one, and possibly decisive as to the future of the nation. He hopes that Mexicans will soon be united in the task of national reconstruction.

Much speculation has been aroused as to President Wilson's next move, as Mr. O'Shaughnessy, the Charge d'Affaires, has been further instructed to remain at his post.

The news concerning the British Squadron has excited the keenest interest, Mexicans considering that Great Britain is their friend.

Foreigners are now actively taking defence precautions for fear of disturbances.

It is reported that the English people from the Campeche oil works are crowding into Vera Cruz owing to the threats of the Rebels. This is regarded as the reason for the despatch of the British cruisers.

## INTERNATIONAL FLEET IN MEXICAN WATERS.

The Japanese cruiser *Idzumi* is now hurrying towards Mexico. Already there are United States, British, French, and German warships in Mexican waters, totalling 22.

## RUSSIA AND MONGOLIA.

STRENGTHENING TRADE RELATIONS.

St. Petersburg, November 21st.

The Mongolian Premier states that the object of his visit is to express the sincere thanks of reformed Mongolia for the friendship of the Russian Government. The Mission will present the Tsar with a letter from the Katukhtu requesting the Russian Government to investigate important industrial enterprises with the view to strengthening Russo-Mongolian trade relations.

## FINANCIAL DEADLOCK IN FRANCE.

TAXATION BEFORE LOANS.

Paris, November 21st.

The determined opposition of the Budget Committee and the Fiscal Legislative Committee of the French Chamber to the Government loan proposals is causing some confusion. The former have refused to sanction more than a £36,000,000 sterling loan, and suggests that the remaining £16,000,000 should be raised by taxation. The situation thus created involves delay in the Balkan loans, as the banks which made advances to the Near Eastern States are kept in a position of uncertainty.

## INDIANS AND SOUTH AFRICAN IMMIGRATION.

LONDON, November 21st.

The position in Natal is still grave. Exciting disturbances have occurred on the sugar estates at Illovo, where a small body of police, armed only with staves, routed 400 Indians and arrested the ringleaders. The police afterwards removed five trolley loads of cane knives, fencing standards, and other weapons from the Indian barracks. The rioters offered to resume work, but they were informed that they would not be taken back until Monday.

## AUSTRALIAN GOVERNMENT'S DIFFICULTIES.

MELBOURNE, November 21st.

The Labour majority in the Senate refuse to transact business until the House of Representatives considers Mr. Fisher's motion of "no confidence," which the Government declined to treat seriously.

## THE KAISER INDISPOSED.

BERLIN, November 21st.

The Kaiser has a slight cold on the chest, and has abandoned his visit to Silesia.

[THROUGH REUTER'S AGENCY.]

## THE POSITION OF RUBBER.

SCHEME FOR A PROTECTIVE COMBINATION.

LONDON, November 21st.

The *Financial Times* says that the Report of the Committee appointed by the Rubber Growers' Association to investigate the fall in the price of plantation rubber and to report on the possibility of an arrangement to protect the interests of the producers has been issued privately to the Rubber Companies. It includes the reports of three sub-committees, and also a general report and a form of assent to a scheme of combination for signature by consenting Chairmen of Companies. The Committee asks for details of the crop estimate for the year from the 1st January, 1914, with the amount sold forward.

The document is in the nature of a preliminary statement.

## CHINA AND TIBET.

GOOD PROGRESS AT THE CONFERENCE.

SINGAPORE, November 21st.

The proceedings at the Conference in regard to China and Tibet is being held strictly in secret, but it is understood that good progress is being made. Continual references have been made to the respective Governments.

The report published in the *Noroye Fremys* on the 13th October, from a Peking correspondent, is entirely incorrect. All the members of the Conference move to Delhi in a few days.

## EMPIRE FEDERATION.

TIME NOT RIFE FOR CHANGE.

LONDON, November 21st.

The Victoria League entertained a number of Members of the Parliaments of the Empire at Crewe House. The Right Hon. A. Emmott, in the course of a speech, said that the time had in no wise come for any great change in the idea of Imperial Federation. From what one saw in the Dominions, he affirmed that they were unprepared for anything of the kind.

## THE HOME RULE QUESTION.

CABINET MINISTERS AND THE EXCLUSION OF ULSTER.

LONDON, November 21st.

The *Daily Mail* says that a section of the Cabinet favouring the exclusion of four counties of Ulster from Home Rule is headed by Mr. Winston Churchill, and includes Mr. Lloyd George, Sir Edward Grey, and Lord Haldane. The other section, which includes Mr. Reginald McKenna, Mr. Walter Runciman, and Mr. A. Birrell, is definitely opposed to exclusion.

## NEW ZEALAND LABOUR TROUBLE.

WELLINGTON (N.Z.), Nov. 21st.

Renewed squabbles have occurred between the strikers and the police, but everything is now quiet. A secret ballot of the general labourers resulted in the finding of an average of three to one against a strike.

## SPANISH AIRMEN UNDER FIRE.

LONDON, November 21st.

Two Spanish airmen were reconnoitring near Tetuan when Moors directed a fusillade at them. Both the aviators were wounded, one dangerously. The other man brought the aeroplane, whose wings were pierced by bullets, back to the camp.

## AUSTRALIAN NAVY BOARD FRICTION.

MELBOURNE, November 21st.

The Government has terminated the appointment of Captain Hughes-Onslow as Second Member of the Navy Board of Control.

## THE RUBBER POSITION.

FACTORS BRIEFLY STATED.

A correspondent writing to *The Times* concisely states the factors of the Rubber position as follows:—

The present annual consumption of raw rubber is approximately 120,000 tons. The present annual production of plantation rubber does not exceed 60,000 tons.

It must be several years before the latter alone can suffice to meet the former, and it is doubtful whether the existing planted area will ever be able to overtake the increasing consumption.

Meanwhile the large demand which the plantations cannot satisfy must be met by wild rubber, every pound of which, at present rates, is sold at a heavy loss. The question is—How long can such an anomaly continue?

## ANNUAL FIRE-BRIGADE DISPLAY

Yesterday afternoon the demonstration and competitions annually held by the Hongkong Fire Brigade took place in front of the City Hall, in the presence of H.E. the Officer Administering Government (Hon. Mr. Claud Severn), with whom were Sir James and Lady Dods, Shaw, who are passing through the Colony on their way back to London. Captain Connolly (Aide-de-Camp) was in attendance on His Excellency. As usual, the streets were thronged with onlookers, who took the liveliest interest in the smart movements of the Brigade.

Accompanied by the Captain Superintendent of Police (Mr. McIlvaine Messer) H.E. Mr. Severn inspected the Brigade, which was drawn up at attention, after which the competitions were proceeded with.

The despatch box contest was well and deservedly won by Sergt. Murphy, who was the winner of the drill two years ago, and was only very narrowly defeated last year. His time was 1min. 4secs. Of the Chinese, Fireman No. 16 came out on top most creditably, and his time (57secs.) approached the record for this drill. The motor competition between three divisions of the European section of the Fire Brigade was won by A Division, under Sergt. Adlington. Driver Singleton's control over the heavy motor was really extraordinary, and he practically gained for his Squad the palm of victory. B Division, under Sergt. Angus, were awarded the second prize. Sergt. Pitt's Squad were much smarter in handling the hose, but a burst unfortunately upset their claim to a prize. The winning Division's time was 1min. 13secs., the second Division being three seconds behind.

His Excellency afterwards pinned bronze medals on the breasts of the following Indian and Chinese police:—

I.P.C.'s Sardar, Jhal Din, and Khair Din for plucky and intelligent action in connection with the attack by a band of armed robbers on Ho Tsai, a village in the Ping Shan district, in the New Territory, on the 30th March last. The constables, who were on patrol, heard firing and proceeded to the spot whence the sounds came. They captured one member of the gang, and a second man was shot dead by the villagers. In this affair Sardar was slightly wounded.

I.P.C. Hussan Khan, for rescuing two Filipino boys from drowning at Green Island on the 4th August. The boys were bathing when they got out of their depth. Hussan Khan entered the water attired in full uniform, and swam to try spot where they were struggling. In spite of the strong tide which was running at the time, he managed to effect a most commendable rescue.

C.P.C. Lin Kan, for prompt and intelligent action in connection with the *Tai On* piracy. He arrested one of the pirates in the Yaumati district with a quantity of the stolen property in his possession.

His Excellency addressed a few congratulatory remarks to each of the medalists, and then presented the awards gained by the competitors in the contests that afternoon.

At the close the Fire Brigade were drawn up before His EXCELLENCY, who addressed them as follows:—I congratulate you on your practical and very successful demonstration, which I am sure, we have all witnessed with the greatest possible interest. I am certain that Station Officer Lane ought to be very pleased with the work carried out to-day. I have witnessed on many occasions wet drills by Fire Brigades, which have been longer and had a good many more competitions than we have seen here, and I thought sometimes that they were not of a very useful nature, where actual fire work was concerned, and were probably designed merely to show the skill of the Brigades in managing the hose and apparatus, but this drill has been a very short one, and I think I may say an essentially practical one, and shows what the Brigade could do in an emergency. (Applause.) I congratulate you.

## COMPANY MANAGER AND NEWSPAPER.

A STRAITS LIREL ACTION.

A case has been heard in the Supreme Court at Ipoh in which Mr. T. O. B. Dennis sued the *Straits Times* and Mr. Still as Editor for libel. The sum claimed was \$20,000 for publishing a report of a meeting of a rubber company which the plaintiff once managed in which libellous statements are stated to have been made by the chairman concerning the plaintiff.

Defendant pleaded that the matter contained in the report was that of a public meeting and was of public benefit and concern. Alternatively, it was pleaded, in mitigation of damages, that the report in question was merely copied from the *China Press*, a newspaper of Shanghai, and that there was no malice.

The action against Mr. Still was not proceeded with, as he was absent from the country when the publication occurred.

Damages for \$5,000 was awarded the plaintiff.

## SWATOW.

## FAREWELL ADDRESS TO MR. E. G. JAMIESON.

The Chinese British subjects of Swatow presented a farewell address to Mr. E. G. Jamieson H.B.M.'s Pro-Consul, recently on his leaving by the steamer *Foochow*, one of Messrs. Butterfield & Swire's coasters, for Weihaiwei on promotion, Mrs. E. G. Jamieson accompanying him.

By the courtesy of Mr. J. H. R. Hanco, local agent of Messrs. Butterfield & Swire and by that of Captain J. R. Owen, the upper and boat decks of the *s.s. Foochow* were placed at the disposal of the party to enjoy tea and refreshments. The bulwarks of the decks and the gangway were draped with flags and the doors of the saloon were decorated with artificial flowers, while natural flowers and artificial flags inside the saloon and at other parts of the two decks referred to completed the decoration, which altogether presented a picturesque sight. A steam launch adorned by flags from stem to stern conveyed Mr. and Mrs. Jamieson to the *Foochow*.

The party was served with tea and sandwiches and cakes of various kinds, and champagne and other refreshments. In the course of this enjoyment, Mr. Sir Kye Pang, on behalf of the British Chinese Community of Swatow, read the following Address:—

To EDGAR GEORGE JAMIESON, Esq., His Britannic Majesty's Pro-Consul, Swatow, South China.

Sir,—As the British Chinese Community of Swatow have done me the honour of entrusting to me the duty of addressing you on their behalf on the eve of your departure for Weihaiwei on promotion, it is a great pleasure to me to carry out that responsibility.

The British Chinese Community of this port found in you during the time you were discharging your official duties one of the most energetic and conscientious Officials of His Majesty's Consular Service. The courtesy extended by you to the individual members of that Community whenever they had occasion to see you on business, and the patience and attention with which you attended to their interests and welfare, have been appreciated in no small degree. Indeed, it is the bounden duty of us, Chinese British Subjects, to show to you in a befitting manner our high appreciation of all your good and becoming acts in safeguarding our interests in this land where justice is considered at a discount. To neglect a due manifestation of such appreciation would, indeed, be ingratitude on our part to a flag which ever shelters us from injustice and injury of whatever nature.

Our very best wishes and feelings go out to you and your good consort, Mrs. Jamieson, and we most sincerely hope that you may both be spared to return to this port at no distant date, and that you, Sir, so return on further promotion.

We, in a body, most heartily wish you and Mrs. Jamieson a very pleasant voyage and every success and happiness in your future career.—Ever sincerely yours,

SIR KYE PANG.

For the British Chinese Community of Swatow.

Swatow, 4th November, 1913.

Mr. JAMIESON, in reply, said that he thanked the British Chinese Community very much for the very kind words used by them in praise of his duties as an Official of the Consular Service, but he thought that what was done by him was simply in the ordinary course of performing his duties. He said that he and Mrs. Jamieson would carry with them a very pleasant and grateful remembrance of the good opinion entertained of them by the British Chinese Community and other residents of Swatow, whom he, as well for himself as for Mrs. Jamieson, thanked most heartily. He added that he hoped that it might not be very long before he and Mrs. Jamieson might come again to Swatow to have the pleasure of being once more with those whom they were leaving with very much regret.

After this, a group photograph was taken of the party by Mee Cheung. A few minutes before the *Foochow* began to move, a very large bunch of crackers on board a lighter was fired, which Mr. Jamieson, standing by the gangway, shook hands with everyone and wished him or her "good-by." Hats and handkerchiefs were kept waving until the *Foochow* was far away.

The British Chinese Community was represented by:—Messrs. Sim Kye Pang, Low Chong Koon, Tan Cheung Yung, J. Skadiang, Low Peng Hong, Low Peng Keah, Low Keng Juy, Koo Ben Soon, Koo Hock Soon and H. Haroon.

The Chinese guests were:—Messrs. Lim Pang Kiat, Lee Hang Kue, Lee Theng Ching, Pung Kiat Tung and Tan Yeok Khoo.

The European guests were:—Mr. James M. Forbes, Mr. and Mrs. William G. Lay, Mr. D. Perelson, Mr. and Mrs. J. H. R. Hanco, Dr. H. G. Hobson, Mr. R. C. Hodgland, Mr. C. Hodgson, Rev. R. Campbell Gibson, M.A., Mrs. B. Feer, Mr. Harold J. O. Hicks, Miss Hicks, Mr. A. E. Herdman, Captain J. R. Owen, Dr. Adolf Ratzig and Mr. T. Carr Ramsey.

## HARMSTON'S CIRCUS.

To-night's performance closes the present season of Harmston's Circus in Hongkong. The Circus, which is the most popular of its kind which periodically visits this Colony, has had a deservedly successful season. A matinee performance is advertised to take place at 4 p.m. this afternoon, which furnishes a last opportunity for the juvenile population to witness the show.



## HONGKONG.



## NOTICE.

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## NEW ADVERTISEMENTS

## NOTICE.

IT IS HEREBY NOTIFIED that applications are invited for the Vacant Posts of **THREE PROBATIONER NURSES** in the Civil Medical Department. Applications must be in the handwriting of the candidates accompanied by certificate of character, and be forwarded to the undersigned. For full particulars apply to the Matron at the Civil Hospital.

J. T. C. JOHNSON,  
Principal Civil Medical Officer.  
Hongkong, 21st November, 1913. [1352]

## HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE IS HEREBY GIVEN that CERTIFICATE No. 272, dated Hongkong, 21st March, 1911, for 50 Shares numbered 07896 to 08045 inclusive, Registered in the name of LAM HON KWAN, has been LOST or STOLEN, and should this Certificate not be produced to the General Managers before the 15th December, 1913, a New Certificate for the Shares will be issued and the aforesaid Certificate No. 272 will be thereafter treated by this Company as Null and Void.

BRADLEY & Co., Ltd.,  
General Managers.  
Hongkong, 21st November, 1913. [1353]

## TOYO KISEN KAISHA.

## NOTICE TO CONSIGNEES.

## S.S. "HONGKONG MARU."

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND SHANGHAI.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Company's Godown at West Point, whence delivery may be obtained.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Godown, and all Goods remaining undelivered on the 28th inst. will be subject to storage charges.

All claims and otherwise damaged Goods to be left in the Godown, and examination of same to be held on the 25th inst., at 10 A.M.

All Claims must be filed on or before 5th Dec., otherwise they will not be recognised.

S. MORIMOTO,  
Agent.  
Hongkong, 21st November, 1913. [1354]

## EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

## NOTICE TO CONSIGNEES.

THE Steamship

"KINA," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at the risk into the Godown and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 28th inst., at 9.30 A.M.

All Claims must reach us before the 5th Dec., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co.,  
Agents.  
Hongkong, 21st November, 1913. [1355]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE," Arrived Hongkong on 21st November, 1913, FROM BOHAI, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. "Macedonia,"

From Persia, Gulf, &c., ex s.s. "B. I. S. N."

and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godown.

E. A. HEWETT,  
Superintendent.  
Hongkong, 21st November, 1913. [1356]

## NEW ADVERTISEMENTS

AGENT Wanted, for the sale of well-known Scotch Whiskies in China. Must be able to do a large trade. Apply D. A. RHIND & Co., Limited, Leith, Scotland. [1351]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:—

For Eastern News.

Leading Articles:—

Anglo-Chinese Friendship Bureau.

The Government at Peking.

The Financial Situation of Japan.

The Chinese Customs Tariff.

The Future of the Philippines.

Random Reflections.

Hongkong.

The Magistracy.

Petty Thefts.

Special Envoy to Shanghai.

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Wedding at St. John's Cathedral.

British Barque Cycloned.

The Nippon Yusen Kaisha.

The N.Y.K. European Liner "Kashima Maru."

The "Tingnan" Abandoned.

A Chinese Defeat in Mongolia.

Supreme Court.

Sanitary Board.

An Official and His Province.

Serious Affair at Shatin.

Aviation Fatality at Manila.

Company Meeting:—

Hongkong and South China Steam Fisheries Co., Ltd.

White Wolf.

The Future of the Philippines.

New Shipping Service to the East.

Shanghai Autumn Races.

Hongkong University.

Royal Hongkong Golf Club.

Fatal Shooting Accident at Pochoo.

Accident to Mr. Ho Tang.

Canton Notes.

The Suspension of China's Parliament.

A Banking Question.

Tibetan Autonomy.

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\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage 32.

Hongkong, 22nd December, 1913.

## SHORTHAND REPORTER.

WILL be Required next March on the staff of a leading English Morning Newspaper in Shanghai. Salary commencing at \$250 (about £25) per month. Applications, with copies only of testimonials, if submitted, to be addressed to—

Box A. K.,  
Care of "Daily Press" Office.  
Hongkong, 21st November, 1913. [1307]

## WANTED.

POSITION Wanted by GERMAN with 3 years' experience in Hongkong; Piecegoods or Sundries preferred.

Please apply to—

"X. Y."  
Care of "Daily Press" Office.  
Hongkong, 21st November, 1913. [1348]

## WANTED.

IN Good Locality. TWO NICELY FURNISHED ROOMS, with Bathroom attached. Use of Kitchen and accommodation for Servants Essential.

Apply—

"BENEDICK,"  
Care of "Daily Press" Office.  
Hongkong, 20th November, 1913. [1345]

## NOTICES OF FIRMS

## NOTICE.

WE HAVE from this date handed over our Wine and Spirit Department to Messrs. MACEWEN, FRICKEL & Co., to whom we recommend our patrons to apply for future supplies.

THE FRENCH STORE.  
Hongkong, 1st November, 1913. [1353]

## NOTICE.

WE HAVE purchased the stock of Wines carried by THE FRENCH STORE and will be pleased to receive enquiries for these High-Class Goods.

MACEWEN, FRICKEL & Co.  
Hongkong, 1st November, 1913. [1354]

## KOMOR'S

ART AND CURIO GALLERY.

JUST RECEIVED: FASHIONABLE

SILK SCARFS

and

OPERA CLOAKS

designed by French and English Artists.

GENUINE TORTOISE-SHELL

ORNAMENTS.

POST CARDS

ARTISTIC HONGKONG VIEWS.

Inspection invited!

Please note that the address of Messrs. KUHN & KOMOR and KOMOR'S is ALEXANDRA BUILDINGS ONLY.

DES VOUX ROAD CENTRAL.  
Hongkong, 22nd November, 1913. [1301]

## INTIMATIONS

LANE,  
CRAWFORD & Co.

(ESTABLISHED 1850).

NEW AUTUMN STOCKS

## NOW SHOWING

FELT HATS,  
COLLARS AND TIES,  
GLOVES AND MUFFLERS.

JAEGER'S GOWNS,  
WAISTCOATS,  
OVERCOATS.

"VIYELLA" SHIRTS,  
PYJAMAS AND UNDERWEAR.

BOOTS AND SHOES.  
EVENING DRESS WEAR.  
LANE, CRAWFORD & CO.

BECK & CO., BREMEN.

KAISER BREWERY.

BECK'S BEER,

KEY BRAND.

\$16.00

PER CASE OF 6 DOZ. PINTS.

" " " 4 " QUARTS.

HONGKONG AGENTS:

MACEWEN, FRICKEL & Co.

## NOTICE.

JUST Received a Large Quantity of IRISH CROCHET COLLARS and CUFFS, LACE and INSERTION, FRINGES, and HAND-BAGS, etc., SWATOW HAND-MADE DRAWN THREAD WORK, CANTON EMBROIDERY, CANTON GRASS CLOTH, CHINA SILK of all Descriptions, etc., etc. Best Qualities. Cheapest Prices. Inspection invited.

SWATOW DRAWN WORK CO.

No. 14, DES VOUX ROAD CENTRAL, HONGKONG.

Hongkong, 18th November, 1913. [1240]

ESTATE AGENCY.

PROPERTIES PURCHASED AND SOLD.

PROPERTIES LET.

PROPERTIES MANAGED.

LOANS AND MORTGAGES ARRANGED FOR SAME.

For Terms and Particulars, Apply to—

TOBIAS HUNTER.

ESTATE AGENT,

HOTEL MANSIONS.

TELEPHONE K. 178.

Hongkong, 1st November, 1913. [1274]

## PUBLIC COMPANY

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that

PROVISIONAL CERTIFICATE

No. 43/320 dated Hongkong, 1st July, 1907,

for Five Shares numbered 87463 to 87467

inclusive, Registered in the name of Mrs.

EMERINE LIVER, has been LOST or STOLEN,

and should this Certificate not be produced to

the Bank before the 30th November, 1913,

a New Certificate for the Shares will be issued

and the aforesaid Provisional Certificate will be

thereafter treated by this Corporation as Null

and Void.

By Order of the Court of Directors,  
N. J. STABE,  
Chief Manager.

Hongkong, 29th October, 1913. [1258]

## WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations—Sea bathing, boating, cricket, football, etc. For terms, apply to the Headmaster.

HERBERT L. BEER, L.C.P.  
[1343]

## ENTERTAINMENTS

HARMSTON'S CIRCUS  
AND  
ROYAL MENAGERIE

PERFORMING WILD ANIMALS.  
LOCATION: CAUSEWAY BAY.

MATINEE--TO-DAY AT 4 P.M.

Doors Open at 3 P.M. Performance at 4 P.M. Sharp.  
Children Half-Price to Matinee Only.

TO-NIGHT! TO-NIGHT!!  
LAST NIGHT! LAST NIGHT!!  
OF THIS GREAT SHOW IN HONGKONG.

Do NOT MISS THE OPPORTUNITY OF WITNESSING THE FINEST CIRCUS PERFORMANCE EVER PRESENTED TO THE HONGKONG PUBLIC.

Booking at ROBINSON PIANO Co.

Full Box, 6 Seats, \$15; Single Seat Box, \$3; Chairs, \$2; Stalls, \$1;

Soldiers and Sailors in uniform Half-Price to the \$1 and \$2 Seats.

N.B.—Our Menagerie is opened daily for a small charge.

W. HARMSTON, Proprietor. B. ALTON and W. SYMONS, Agents.

Hongkong, 22nd November, 1913. [1292]

## INTIMATIONS

## NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE

in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and

40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Ruttonjee & Son, where we are

displaying an entirely new, handsome and

Gorgeous Stock of SILK GOODS, and

JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive

Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS

and WOOLLEN RUGS in Cheate and Elegant Patterns.

Prices Specially Reduced for Summer.

Cheapest Store in the Colony.

An Early Visit Earnestly Solicited.

D. CHELLARAM.

Hongkong, 26th July, 1913. [907]

## JUST UNPACKED!

FINEST Quality "DELHI DURBAR" and "DUCHESS" Satin and Mousseline

Black and Coloured for Dress and Evening Wear.

Guaranteed will wash well.

Inspection earnestly solicited.

HOOSAIN-ALI & Co.,

10, D'ARVILLE STREET.

Hongkong, 15th October, 1913. [45]

## SPECIALITIES

CORNEO OX TONGUES.

CORNEO BEEF.

CORNEO PORK.

PRESSED BEEF.

GERMAN SAUSAGES.

These are a few of the delicacies offered for sale by

THE

DAIRY FARM Co., Ltd.

[28]

## GRACA &amp; CO.

PEPPER ST. (Hongkong Hotel Building),  
Dealers in

POSTAGE STAMPS, PICTORIAL

POST CARDS,

CHRISTMAS GOODS,

TOYS, &c.

Just Received a Fine Selection of

BABY DOLLS

from ONE INCH to THREE FEET in Size.

Hongkong, 25th October, 1913. [1155]

## TO LET

## TO LET.

"RANFURLY" No. 11, Conduit Road.

GODOWN, 153, Praya East.

GODOWNS, 24, Wanchai Road, 102, Praya East.



**Wm. & A. Napier**  
The Wine Merchants of the East

**JOHNSTONE'S**  
"SQUARE BOTTLE"

**WHISKY.**  
UNVARIED FOR OVER  
150 YEARS.

THE SAME TO-DAY AS IN  
1745.

**BEWARE OF  
IMITATIONS.**

SOLE AGENTS IN HONGKONG  
**LANE CRAWFORD & CO.**  
and from ALL WINE MERCHANTS.

**"PLASMON  
FOODS MAKE  
BONE,  
MUSCLE  
& BRAIN."**

DAVID F. M.D.

**ANALYSIS PROVES that**

**PLASMON  
COCOA**

is in itself a Complete Food and  
Delicious Beverage, **ten times more  
nutritious** than ordinary Cocoa.

**PLASMON is used by the  
ROYAL FAMILY**

**ONCE USED ALWAYS USED**

**The Dalli**

For Household Use. — To use it is the  
best, most simple, and most comfortable way  
of ironing. Independent of stove and gas, it  
can be used anywhere. It is inflexible  
and without noxious fumes. No risk from  
fire, scalding or other danger than any other iron.  
For light work and travelling only, The  
"DALLINETTE" is smaller. "Dalli."  
For general household work use the "Dalli."  
Having a larger ironing surface, and greater  
heating capacity every description of ironing  
can be done with it.

Solely by The Standard Co., Ltd., The Victoria  
Road, and Queen's Road, Central, Hong Kong.  
Branches of Corbitts and Sons.

**An astonishing  
brilliance of finish**  
is produced in a few moments if  
you use **MELTONIAN CREAM**—  
and the brilliance lasts. Nothing  
else so well preserves the new  
look, or so effectively imparts glow-  
like suppleness to black leather;  
nothing so surely adds to its life.

**Meltonian  
Cream**

For heavier footwear some prefer the equally  
excellent MELTONIAN PASTE (brown or black).  
Sold by all Bootmakers, etc. Manufactured by  
E. Brown & Son, Ltd., Garrick St., London.

**SAVARESS'S  
SANTAL  
CAPSULES**

Most Certain Cure.  
Physicians recommend them.  
Of all Clinics.

**HOME AND CHINA AFFAIRS.**  
(FROM OUR OWN CORRESPONDENT.)

LONDON, October 20th.

BRITISH TRADE OPPORTUNITIES IN THE  
FAR EAST.

China's commercial opportunities and  
the contrast between the methods of  
British and Japanese manufacturers have  
been the subjects of considerable comment  
in several British papers this last week  
or two. The *Globe*, *Daily Chronicle*,  
*Birmingham Post* and *Advertiser's  
Weekly* have been among the papers  
giving liberal space to pleas for enter-  
prising measures on the part of our home  
commercial magnates, to ensure that the  
present opportunities in the Far East are  
not lost. Generally speaking, the com-  
ments on the election of Yuan Shih-kai  
as President of the Republic have been  
favourable, though some papers see in  
him an opportunist of more than ordinary  
personal ambition. That reflection apart,  
however, they all admit that he is a strong  
man, and the critical period through  
which China is passing demands a strong  
man.

**LI HUNG-CHANG'S DIARIES.**

The Hon. John W. Foster's selection  
from the voluminous diaries of the late  
Li Hung Chang, just published by  
Messrs. Constable, has met with a very  
cordial reception from those who are fond  
of studying the working of the Oriental  
mind. Says the *Observer*:—"It would be  
difficult to exaggerate the charm and  
interest of these memoirs. You feel in  
the presence of one of the shrewdest and  
one of the wisest of men, who has kept  
through a life of astounding activity and  
importance the simplicity of a child." There  
may be a smile among old China  
hands at the reasoning which follows, for  
the reviewer demonstrates what he means  
by first quoting a businesslike entry about  
a visit to Krupp's great gun works, the  
reception of a present of guns and the  
formation of a resolve to buy three  
batteries, four ten-inch guns, and a  
quantity of German powder and shells.  
Against this is contrasted the following  
entry:—

"Next day: Hour of the Drake.—This  
day, I will seclude myself from all callers,  
in order that I may devote myself to  
thoughts of my celestial mother, who died  
fourteen years ago this day, and who for  
that long time has been thinking of my  
coming to the Peaceful Sunlight of the  
Nine Springs. With all the incidents of  
my life, its trials and lamentations, its  
moments of joy and pride, with all and  
every affair of my life, I cannot forget my  
celestial mother and all she was and is  
to me. A letter from Von Moltke  
has just been handed to me by Song. I  
shall read it to-morrow. To-night I must  
read long into the hours from the philo-  
sophers in memory of my mother."

At another time he writes that he would  
not like to "exchange positions with the  
Tsar, even to have the fine Tsaritsa as  
wife and my choice of the rarest tea." There  
were too many people anxious to  
take the Tsar's life, a matter which  
reminds him how on one occasion "a low  
fellow came into my courtyard and told  
the banner-captain in charge that he  
intended taking my life. He had a long  
piece of wire, and said he was going to  
hang me to my own gate-posts. I had to  
have his head cut off before he would stop  
talking." Messrs. Constable are having  
the pick of the immediate season of  
publishing. They also secured the life of  
Labouche, which friends and foes of  
that late advanced Radical agree is one  
of the "plums" of the time. It is a most  
entertaining book, and far more success-  
ful than it might have been had not the  
writer, Mr. Thorold, a nephew of  
"Labby," handled his theme with  
discrimination and insight.

**CHINESE FESTIVITIES.**

London Chinese held celebrations in  
honour of the President's Election both at  
the Legation and the Trocadero. The  
former was, of course, an official "At  
Home," to celebrate the establishment of  
the Republic. The Minister Lew Yuk-lin,  
assisted by his daughters, Amy Lew-lin  
and May Lew Yuk-lin, received the guests  
in the grand salon. The rich Oriental  
china, pictures, furniture and hangings,  
lit up by Chinese lanterns, afforded  
plenty of interest to the guests, among  
whom were a wide range of diplomats  
and notables including Sir John Jordan,  
Dr. James Cantlie, Sir Bruce and Lady  
Hart, Sir Walter Hillier, Sir John  
McLeary Brown, and Mr. Birch Crisp.  
His Excellency expressed to the writer the  
deep appreciation of his Government and  
himself of the exceedingly fair and just  
manner in which the Government of  
Hongkong and the residents generally  
had acted throughout the troubles. The  
Chinese Students' Union held the  
Trocadero luncheon to celebrate the  
anniversary of the Wuchang outbreak of  
the rebellion, October 10th, 1911. There  
were about a hundred guests, including  
Mr. P. K. C. Tsau, First Secretary of the  
Chinese Legation, on behalf of the Chinese  
Minister, Mr. Yen Hsin, former Vice-  
President of the Board of Education,  
General Lan Tien-wei, Mr. T. Y. Chang,  
Financial Representative in London, and  
Mr. Shan, Senior Councillor of the  
Ministry of Finance.

## WM. POWELL, LTD.

TELEPHONE 346.

DRAPERS. MILLINERS. OUTFITTERS.  
COMPLETE HOUSE FURNISHERS.  
GENTLEMEN'S TAILORS.

"SOME OF THE THINGS WE STOCK"

CHINA. GLASS.  
CUTLERY.  
ELECTRO-PLATE WARE.  
BOOKCASES.  
STANDARD LAMPS AND SHADES.  
WRITING DESKS. ETC.  
INSPECTION INVITED.

## INDO-CHINA BRICKS. TILES. PIPES COMPANY, LIMITED.

BEST FIRE BRICKS AND FIRE CLAY  
PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.  
SAMPLES AND FULL PARTICULARS FROM  
P. SOFFIETTI & Co., 14, DES VŒUX ROAD. TEL. 289.  
ALWAYS IN STOCK.

## INTERCHANGEABLE RETURN TICKETS ISSUED BY TRANS-PACIFIC MAIL LINES.

IT IS HEREBY NOTIFIED THAT TICKETS ISSUED  
BY ANY ONE OF THE UNDERMENTIONED STEAMSHIP LINES  
FOR ROUND TRIP PASSAGE BETWEEN HONGKONG, SHANGHAI AND  
JAPAN PORTS OF CALL AND POINTS IN CANADA AND THE UNITED  
STATES WILL BE GOOD FOR PASSAGE IN THE RETURN DIRECTION  
BY THE STEAMERS OF EITHER OF THE OTHER COMPANIES, THUS  
TICKETS SOLD FOR RETURN FROM VANCOUVER WILL BE HONoured  
FOR RETURN FROM SAN FRANCISCO, AND VICE VERSA.

PACIFIC MAIL S.S. CO.  
CANADIAN PACIFIC ROYAL MAIL S.S. LINE.  
TOYO KISEN KAISHA.

### THE LAND QUESTION.

If these Chinese students intend to  
study the English land question, they are  
not likely to receive much assistance from  
the Chancellor of the Exchequer's speech  
at Bedford on Saturday. It was a long-  
awaited speech, and delegates came from  
the far ends of the country to hear what  
the Government intended to do with  
perhaps the most difficult domestic prob-  
lem the country has to face. Mr. Lloyd  
George spoke for two hours and twenty  
minutes, but though there was much  
denunciation of sporting landlords and the  
like, and much expression of sympathy

for the suffering farm labourers, with a  
sop or two to the farmers, the audience  
was profoundly disappointed by the  
vague terms of the "reforms" suggested.  
The Chancellor, disappointed by the  
absence of cheering as he made his points,  
was moved to say that the audience would  
understand better what he meant when  
they read the speech next day. Moreover,  
he promised another section of the  
"reforms," as relating to the towns, later  
on. In this, as in so much more now-  
days, we have to accept the Premier's  
advice and "wait and see."

(Continued on Page 6.)



## INDIGESTION HEADACHES BILIOUSNESS CONSTIPATION

are signs of Stomach and Liver  
Trouble and

**YIELD TO**

Do you suffer from indigestion, headaches, biliousness or  
constipation? Have you a furred tongue, with a nasty taste in  
your mouth, and a dull, heavy feeling? Have you lost your  
appetite, lost your vigour, lost your interest in life? If so, your  
stomach and liver are out of order. Your stomach must be toned  
up and strengthened, and your liver gently stimulated, or worse  
will follow. Mother Seigel's Syrup is the very remedy you need.  
The herbal extracts it contains make it the finest stomach and  
liver tonic in existence. It quickly restores those organs to work-  
ing order and thus it makes food nourish you, cleanses your  
tongue, raises your vitality, restores your strength, and gives you  
the vigour and glow of health. Try it!

**MOTHER  
SEIGEL'S SYRUP**

Sold also in Tablet form.

**The  
treasury  
of the  
world's  
best music**



That's what the Victor-Victrola  
really is. It holds in store for  
you the best music of the entire  
world—the musical gems of the  
great masters, the latest popular  
music, everything you want.

All yours to enjoy whenever and as often as you wish.  
Doesn't that interest you? Wouldn't you like to hear  
your favorite selections on the Victor-Victrola? Come  
in at any time.

PRICES \$35 TO \$225.

EXCLUSIVE DISTRIBUTORS:

**S. MOUTRIE & CO., LTD.**

**BANKS**  
**NEDERLANDSCH-INDISCH  
HANDELSBANK.**  
(NEDERLANDS INDIA COMMERCIAL BANK.)  
ESTABLISHED 1833.  
Authorized Capital Fl. 30,000,000 (£2,500,000)  
Paid-up Capital Fl. 17,407,000 (£1,450,583)  
Reserve Fund Fl. 6,518,000 (£543,169)  
HEAD OFFICE: AMSTERDAM.  
HEAD AGENCY: BATAVIA.  
LONDON BANKERS:  
THE WILLIAMS DEACONS BANK,  
SWISS BANK CORP.

The Bank transacts every description of  
Banking and Exchange business, receives  
money on Current Account and on Fixed  
Deposit at rates which may be ascertained  
on application.  
G. VERMEY, Manager,  
No. 8, Des Vœux Road Central.  
Hongkong, 3rd October, 1913. [91]

**HONGKONG AND SHANGHAI  
BANKING CORPORATION.**  
PAID-UP CAPITAL £15,000,000  
RESERVE FUNDS:  
STERLING 21,500,000 at 2/- = £10,750,000  
SILVER £17,450,000  
\$32,450,000  
RESERVE LIABILITY OF PROPRIETORS £15,000,000

COURT OF DIRECTORS.  
S. R. DODWELL, Esq.—Chairman.  
Hon. Mr. D. LARSEN—Deputy Chairman  
G. F. FRIEDLAND, Esq. J. A. PLUMMER, Esq.  
E. G. GUTHRIE, Esq. W. L. PATTERSON, Esq.  
P. H. HOLYOKE, Esq. H. A. SIBBE, Esq.  
G. R. LAURENS, Esq. Hon. Mr. E. SHELLIM.

CHIEF MANAGERS:  
Hongkong—N. J. STABBS.  
MANAGER:  
Shanghai—A. G. STEPHEN.  
LONDON BANKERS:  
LONDON COUNTRY AND WESTMINSTER  
BANK, LIMITED.

**HONGKONG—INTEREST ALLOWED.**  
On Current Account at the rate of Two  
per cent. per annum on the Daily Balance.  
On Fixed Deposits:  
For 3 months, 2½ per cent. per annum  
For 6 months, 3½ per cent. per annum  
For 12 months, 4 per cent. per annum  
N. J. STABBS,  
Chief Manager.  
Hongkong, 13th October, 1913. [16]

**THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.**  
INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £21,200,000  
RESERVE FUND £21,700,000  
RESERVE LIABILITY OF PROPRIETORS £21,200,000  
FOREIGN EXCHANGE and General  
Banking business transacted.  
CURRENT ACCOUNTS opened and  
FIXED DEPOSIT received for 1 year or  
shorter periods at rates which will be quoted  
on application.  
A. S. HEWETT,  
Acting Manager.  
Hongkong, 14th April, 1913. [123]

**THE BANK OF TAIWAN, LIMITED.**  
(INCORPORATED BY SPECIAL IMPERIAL  
CHARTER.)

Capital Yen 10,000,000  
Capital Subscribed (paid up) Yen 8,250,000  
Reserve Fund Yen 2,630,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:  
Amoy, Canton, Fanchow, Keelung, Swatow, Kobe, Nagasaki, Osaka, Shanghai, Tientsin, Hankow, Harbin, Honolulu, Yokohama.

HONGKONG OFFICE,  
8, Des Vœux Road.  
Interest allowed on Current Accounts.  
Deposits received on terms which may be  
had on application.  
K. TSUJIZURABARA, Manager.  
Hongkong, 1st May, 1913. [172]

**BANKS**  
**INTERNATIONAL BANKING  
CORPORATION.**  
HEAD OFFICE: 60, Wall Street, New York.  
LONDON OFFICE: 26, Bishopsgate, E.C.

BRANCHES:  
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS Gold \$7,200,000  
equal \$14,400,000

EVERY DESCRIPTION OF BANKING  
BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual  
terms.

DEPOSITS RECEIVED, fixed for one year  
at 4 per cent. per annum or for  
shorter periods, at rates which may  
be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.  
MAIL AND TELEGRAPHIC REMIT-  
TANCES made.

LETTERS OF CREDIT and DRAFTS  
granted on all the principal cities  
in the World.

THE BANK'S CIRCULAR LETTERS OF  
CREDIT are available all over the  
World.

COMMERCIAL LETTERS OF CREDIT  
issued.

PURCHASE and SALE of Stocks and  
Shares effected.

TRAVELLERS' CHECKS sold and cashed.  
GEORGE HOGG,  
Manager.

9, Queen's Road,  
Hongkong, 21st October, 1913. [1230]

**THE MERCANTILE BANK OF  
INDIA, LIMITED.**

Authorized Capital £1,500,000  
Subscribed 1,125,000  
Paid-up 632,500  
Reserve Fund 415,000

BANKERS:  
BANK OF ENGLAND,  
AND  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account  
at 2 per cent. per annum on Daily Balance  
and on Fixed Deposits at rates which may  
be ascertained on application.  
A. R. LINTON,  
Manager.  
Hongkong, 14th July 1913. [879]

**HONGKONG SAVINGS BANK.**

THE Business of the above Bank is con-  
ducted by the HONGKONG AND  
SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the  
Minimum Monthly Balances at 3½ per cent.  
per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG  
AND SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
N. J. STABBS,  
Chief Manager.  
Hongkong, 1st July, 1911. [19]

**THE  
YOKOHAMA SPECIE BANK,  
LIMITED.**

Authorized Capital Yen 48,000,000  
Paid-up Capital Yen 30,000,000  
Reserve Fund Yen 18,550,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at:  
Antung-Hsin, Liao-Yang, Ryugyu,  
Calcutta, London, San Francisco,  
Bombay, Los Angeles, Shanghai,  
Chengchow, Lyons, Tientsin,  
Dairen (Daly), Nanking, Tientsin,  
Fongtien (Mukden), Nagasaki, Tientsin,  
Hankow, New York,  
Harbin, Osaka,  
Honolulu, Peking.

INTEREST ALLOWED ON CURRENT ACCOUNTS.

Deposits received for fixed periods at rates  
to be obtained on application.

EISHI ONO,  
Manager.  
Hongkong, 30th September, 1913. [464]



## WOMAN'S FEAR FOR HER HAIR.

THOUSANDS OF READERS ALL OVER THE COUNTRY AFFRIGHTED AT EPIDEMIC OF FADING AND FALLING HAIR.

Write To-day for this Presentation Hair-Growing Toilet Outfit and Save Your Hair Before Too Late.

From all over the country come reports of an epidemic of fading and falling hair. Women as yet are the chief sufferers, but men and even children are likewise affected.

Thousands of readers are finding that their hair is—

—Losing its elasticity.  
—Becoming brittle.  
—Splitting at the ends.  
—Losing its gloss and lustre.  
—Beginning to fall out.  
—Falling out freely in hand.

Further, the young growth of the hair (and young hair is for ever growing) is being retarded, just as first nips off the tender shoots of plants and trees.

Fortunately these disasters (and disasters they literally are) can be prevented.

Women need fear for their hair no longer, nor need men, nor need parents fear for their children's hair.

A remedy for the present epidemic of falling and falling hair has been discovered by Mr. Edwards, the world's greatest authority on the Care and Preservation of the Hair.

The remedy only takes two minutes a day to practice. Its cost is very small. At first, indeed, its cost is nothing. This is because Mr. Edwards wishes you to try it for a week at his own expense.

Generous Free Gift to every Reader.

Below there is printed a coupon. Fill it up and send it (with 15 cents in stamps to pay postage of return outfit) to the Edwards' Hairline Co.

In return you will be sent the following:—

1. A trial bottle containing a week's supply of that wonderful hair-restoring tonic, *Edwards' Hairline*, for the hair.

2. A packet of Cromox for the scalp, a delightful Shampoo Powder which thoroughly cleanses the scalp from dandruff and stimulates the growing power of the hair-roots.

3. Mr. Edwards' private book of "Hair Drill" Rules, which shows you how to practice them for a minutes a day.

4. "Hairline" Cures all the following Hair and Scalp Disorders, just by practicing *Edwards' Hair Drill* for two minutes every day you remove the following hair conditions:—

—Total, Partial or Patchy Baldness.  
—Greyness in Streaks or "all over."  
—Too Greasy Hair.  
—Loss of Gloss, Lustre, Colour, Falling Hair.  
—Itching of the Scalp.  
—Scurf Accumulations.  
—Too Dry & Brittle Hair.  
—Splitting at the Ends.  
—Thin, Poverty-Stricken Hair.  
—Colour and Growth may be obtained from all Chemists and Stores, or sent direct on receipt of P.O. money order.



To the EDWARDS' HAIRLINE CO., 24, High Holborn, London, W.C. England.

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ADDRESS \_\_\_\_\_

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## HOME AND CHINA AFFAIRS.

(Continued from Page 5.)

### THE HOME RULE QUESTION.

On the Home Rule question there is a far more genial atmosphere just now than has prevailed for many months. Mr. Winston Churchill and other members of the Government have been holding out to the Ulstermen some very tolerable copies of the original olive branch, though of course it is doubtful if they will be regarded without suspicion. The sincerity of the Protestant "rebels" is also coming in for belated official recognition. Clearly there is less tendency to talk about the "Belfast corner boys." This is all to the good, of course, but it is very unlikely indeed that a real agreement will be reached. It is too much like mixing oil and water. But I fancy that behind all this moderation of language is to be seen the influence of the King.

### LOSSES BY FIRE ON SHIPS.

The recast of hundreds of passengers from the ill-fated migrant ship, the *Volturno*, added another lurid story to the record of the sea and throws into relief the heavy list of losses by fire of late. When the giant Hamburg-American liner, the *Imperator*, got on fire at New York the other week underwriters were badly scared, for they have been seriously affected by recent outbreaks. In the case of the *Imperator* the policies had just been renewed, fortunately for the owners, or the rates would most likely have been raised. A little later came the destruction of the Liverpool steamer *Templonore* in mid-Atlantic, while on the way from Baltimore to the Mersey with a valuable cargo of cotton, tobacco and copper. Claims of something like £300,000 have already been made in respect of her, for the Imperial Tobacco Company declare their losses amount to £225,000. But for wireless in that case the officers of the ship would have been lost. The aid came just in time, at the hands of a German ship which was summoned on the wings of the winds. All told, during the last nine months, no fewer than 336 total and partial losses have been due to fires and explosions. Next month a Conference on Safety at Sea will meet here and the American delegates have been instructed by their Government to direct special attention to this risk, which in the opinion of the authorities on the other side is of equal importance with subjects that have attracted more general attention. It may be that loss of life is less on this head than in the days of wooden vessels, but on the other hand cargoes to-day are extremely inflammable and many give ample opportunity for spontaneous combustion. A committee appointed by the Secretary of Commerce, Washington, has already completed an inquiry into the fire conditions on shipboard. The latest disaster will also most probably give an impetus to the agitation in favour of the compulsory wireless equipment of all ocean-going passenger and cargo boats. Four years ago the then captain of the *Volturno* was honoured by the French Government for the rescue of the crew of a French steamer which had got on fire. The owners of the *Volturno* are outside the North-Atlantic Conference, and last year the name of the vessel figured prominently in connection with the boycott by the German lines, which endeavoured to prevent Russian emigrants from proceeding to Rotterdam by means of the operation of "control stations" on the frontier. This, in fact, was responsible for the action brought by the United States Government against the Conference companies on the ground of the alleged violation of the Sherman Anti-Trust Law.

### THE TELEPHONE SERVICE.

Possibly as an outcome of the constant complaints about the telephone service, the Post Office authorities have decided that the public should be encouraged to inspect the working of the telephone and telegraphic departments. I suppose the idea is that when the subscribers understand the complex difficulties they will be less prone to find fault. At any rate a circular has been issued to postmasters stating that permits are to be granted whenever possible to those of the public wishing to watch the methods of working. It is directed that suitable explanations are to be offered by an officer of the Post Office, but the public are on no account to see the contents of telegrams or hear telephonic conversation.

### INDIAN FINANCE AND CURRENCY.

It has been decided finally that instead of the Royal Commission on Indian Finance and Currency going to India to collect evidence, the whole of the sittings should take place in London and the witnesses required should be brought here. The sittings will be resumed at the end of the month, with Mr. Austen Chamberlain in the chair. Several of the leading men in the Dependency have appeared already, but among those yet to be heard are Sir James Meeson, Lieut. Governor of the United Provinces, Sir Fleetwood Wilson, Sir Felix Schuster and Lord Innes. One of the members, Sir Robert Chalmers, was at the Treasury when the Commission was appointed, but as he has now been appointed Governor of Ceylon he will not be available for the remainder of the sittings.

## MERCHANT-SERVICE OFFICERS.

PAY, PROSPECTS, AND THREATENED RESIGNATIONS.

The threatened resignation of a number of officers of the P. & O. Steamship Company reopens a very old grievance. Many efforts have been made in recent years to improve the position, financial and otherwise, of an officer in the merchant service, and although his lot is better to-day than it was a quarter of a century ago, it is still far from ideal.

The sea is a hard and not too generous master. It demands men of the highest type of character, a higher type, indeed, than is required in most professions on shore, and it offers hardships and dangers in return. There are few prospects of an officer in the merchant service making his fortune. Here and there captains are to be found in receipt of salaries of £800 a year. But this is the maximum, and the men in these positions in British service might almost be counted on the fingers of one's hands.

In the old days many a captain had risen from before the mast; but to-day the officer is trained for his profession just as a lawyer or a doctor, and his training is long and not inexpensive. The process of becoming an officer and his prospects are admirably described by Mr. Frederick H. Stafford, the secretary of the training ship *Forrester*, in his book "How to Go to Sea in the Merchant Service."

### THE NEED FOR GOOD MEN.

In the first place Mr. Stafford points out that the old idea that a boy who was fit for nothing else was good enough for the sea does not apply to-day. Within the past twenty years vessels have increased in size to such an extent that the *Olympic*, one of the largest ships afloat, is more than four times as large as the *City of Paris* and the *City of New York*, the mammoths of their day. This means that a more specialised and better-educated man is required to command.

It is only within the past fifty years that preliminary training for officers has been considered necessary. The Mercantile Marine Service Association of Liverpool was the first to start, with the cadet ship *Conway*. Prior to this, officers were recruited from men who had served an apprenticeship in sailing ships, and many officers who have attained honour and position to-day served in the humblest capacities on such ships. But this means of supplying the mercantile marine with qualified men has almost disappeared with the decline of the sailing vessel.

### PRELIMINARY TRAINING.

The method by which a boy is trained to-day is far less arduous than in the past, but is a somewhat costly process. He must serve an apprenticeship of two years on board a training-ship, and then four years at sea before he can obtain his second mate's certificate, which is necessary qualification before taking up a post as junior or fourth officer in the service of any of the prominent companies. There are five training-ships in existence at present—the *Forrester*, in the Thames, and the *Conway*, in the Mersey, being stationary, and the *Port Jackson*, the *Medway* and the *Mersey* sea-going vessels.

A boy is accepted into one of the stationary training-ships between the ages of eleven and fifteen and a half years. Here he will undergo a course of instruction lasting two years at least, which will cost between £80 and £70 a year. In the case of the *Forrester* the P. & O. Company offer to a certain number of cadets to pay half the fees for a period of three years, and half the premium during a further three years' apprenticeship on board a sailing vessel. The period of actual sea-going training consists usually of four voyages of about nine months each. The premiums are £70 for the first voyage, £65 for the second, £60 for the third, and £60 for the fourth. Cadets from the *Forrester* and *Conway* are accepted at somewhat reduced fees.

### £200 AFTER 20 YEARS—AND MORE.

At the end of his six years' training the cadet will go up for his second mate's certificate, and at the age of 20 or 21 will enter the service of the company for which he was nominated. If his training has been assisted by a company's grant it will have cost about £200; if unassisted it will be double this amount.

He will now become a junior officer, and will receive pay at the rate of from £5 to £7 10s a month, according to the company in which he serves. Mr. Stafford gives the following interesting table of the monthly rates of pay ruling in thirty-six steamship companies:

Capital. First. Second. Third. Junior. Min. wage. Max. wage.

£150 0 0 £20 0 0 £15 0 0 £10 0 0 £7 0 0 £5 0 0

£200 0 0 £25 0 0 £20 0 0 £15 0 0 £10 0 0 £7 0 0

Before a man succeeds in becoming a first or second officer he must have his captain's certificate, and it is seldom many men get a first mate's ticket on a crack boat under thirty years of age. He will then receive the princely salary of about £200 a year. When eventually he is given a command he will then be earning perhaps £500 a year. The sea is one of the great professions, but it is the worst paid of all. It requires the highest type of man and pays the lowest wage. It is time that a change were made.—*Daily Graphic*.

## A BLESSING TO WOMEN.

Throughout the many stages of woman's life, from pensive girlhood through womanhood, motherhood, to the declining years of old age, there is no better, milder, or more effective medical companion to women-folk than Dr. Morse's Indian Root Pills. They promote a healthy and regular condition, cleansing and restoring the Bowels, Liver and Kidneys to perfect working order. A few doses occasionally when well, will assure a pure and healthy system. Years ago, Pills were the medicine of the poor only. To-day the efficacy of Dr. Morse's Indian Root Pills to overcome the common ailments and restore health and happiness to sick and ailing women, has convinced not only the working section of the population, but the wives and daughters of the more wealthy, professional, and independent classes that Dr. Morse's Indian Root Pills are a Great Female Medicine, and are absolutely indispensable to every lady's boudoir.



Weighed in the Balance and not found wanting.

They are a perfect Blood Purifier, and a positive and permanent Cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney Troubles, Piles, Pimples, Boils and Blotches, and for Female Ailments.

DR. MORSE'S  
**INDIAN ROOT PILLS**  
FOR THE LIVER

For Sale by WATKINS, Ltd., Wholesale and Retail Agents, and Chemists and Stores generally, at 60 cents per bottle, or will be forwarded on receipt of price by THE W. H. COMSTOCK CO., Ltd., Sole Proprietors, 21, Harrington Avenue, London, England.

THEY DO NOT WEAKEN. THEY DO NOT Sicken. THEY DO NOT GRIPE.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE  
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP OF THE UNION DES FABRICANTS.  
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).  
AGENTS: CALDBECK, MACGREGOR & Co., HONGKONG.

A Drink to be grateful for.

Not simply a thirst-quencher or stimulant, but just the purest and most health-infusing spirit that has ever been produced—

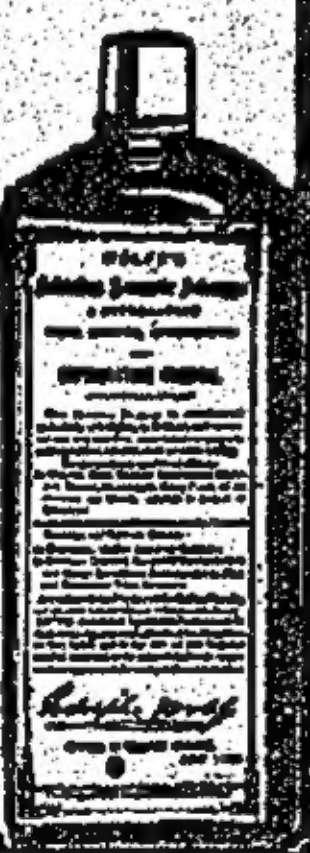
**Wolfe's**  
Aromatic Schiedam  
**Schnapps**

the beverage for all times and all weathers, for men or women, the healthy or the ailing. It imparts lasting exhilaration and gives tone and vigor to the system. A real health tonic owing to its cleansing action on the liver, kidneys, and other organs. Vastly superior to ordinary gin.

AGENTS:

MacEwen, Fricke & Co.,

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| Deposit and Current Accounts (31st Dec., 1912) | £38,832,381 | 3  | 4 |
| Cash in hand, at call, and at short notice     | 24,029,368  | 7  | 8 |
| Bills of Exchange                              | 9,481,148   | 0  | 8 |
| Investments                                    | 10,939,332  | 19 | 7 |
| Advances and other Securities                  | 50,347,649  | 1  | 8 |

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Colonial & Foreign Department: 60, Lombard St., London, E.C.

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THE ALLENBURYS' FOODS being perfectly digestible and closely resembling human milk, give freedom from digestive ailments, promote sound sleep and ensure vigorous health and development.

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A Pamphlet on Infant Feeding and Management Free.

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## A Celebrated Violinist



## Nervous Fatigue, Languor

The power to excel, the confidence which ensures her brilliant successes, says the talented violinist, Miss Sybil Keymer, is entirely due to her abundance of vigorous nerve force created by Phosferine. How greatly the numerous distinctions and triumphant career of this accomplished musician are promoted by the brain energy and physical stamina developed by Phosferine, is evident from Miss Keymer's admission that the tonic "enabled me to do myself justice." This power to excel, this ability to make perfect use of her skill, depends upon the marvellous control and steadiness of the muscle nerves. Phosferine has given her, and to which she owes the entrancing tone and quality of her musical renditions. Naturally, this energising effect of Phosferine was accompanied by the disappearance of the headaches, listlessness, and fatigue, which were the bane of her public appearances, and it is this happy outcome which impels Miss Keymer to testify to the exceptional advantages to be derived from Phosferine.

## Promptly Remedied.

Miss Sybil Keymer, "Riversmere," Albany Rd., Leighton Buzzard, Eng., writes: "I think I should inform you that I have recently derived very great benefit from the use of Phosferine. In the course of my profession I have to travel a good deal in getting to my various concerts, and I find that since using Phosferine I am never troubled with the headaches and listlessness which follow a long railway journey, particularly during hot weather. This is of very great importance to me, as frequently only a very little time elapses between reaching my destination and the commencement of a concert, and it is such a relief to feel fresh and ready for playing in public undisturbed by the fatigues of long travelling. It is because I feel that Phosferine enables me to do myself justice as a violinist, preventing any of the unsteadiness of the muscle nerves, which is so harmful to tone and quality, that I confidently commend the tonic at every opportunity."—July 11, 1912.

PHOSFERINE  
GREATEST OF ALL TONICS

## A PROVEN REMEDY FOR

Violence, Indigestion, Nervousness, Maternity Weakness, Premature Decay, Mental Exhaustion, Sleeplessness, Lassitude, Neuritis, Painfulness, Neuralgia, Backache, Rheumatism, Headache, Hysteria.

And all disorders consequent upon a reduced state of the nervous system.

## The Royal Tonic

Phosferine has been supplied by Royal Command

To the British Royal Family, H.M. the Queen of Spain, H.M. the Dowager Empress of Russia, H.M. the Grand Duchess Olga of Russia, H.M. the Grand Duchess of Mecklenburg, H.M. the Queen of Roumania, and the Principal Royalty and Aristocracy throughout the world.

Sole in Great Britain: Bottles, 1/6, 2/6 & 4/6. Sold by all Chemists, Stores, &c.

The 2/6 size contains nearly four times the 1/6 size.

PROPRIETORS—ASHTON & PARSONS, LTD., LONDON, ENGLAND.

LIFE WITHOUT HEALTH IS LIVING DEATH.  
VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal to all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other causes. It is a powerful tonic, and its use is recommended in all cases of nervous debility, loss of vitality, nervousness, and all other conditions of the nervous system. It is a powerful tonic, and its use is recommended in all cases of nervous debility, loss of vitality, nervousness, and all other conditions of the nervous system.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.  
VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other impurities of the blood. It is a powerful tonic, and its use is recommended in all cases of poor blood, impurity, or other impurities of the blood. It is a powerful tonic, and its use is recommended in all cases of poor blood, impurity, or other impurities of the blood.

VETARZO REMEDIES ARE SOLD BY BOOT'S, CHEMISTS.

**RIGAUD'S KANANGA OF JAPAN TOILET WATER**

Beware of Imitations.

**RIGAUD & Co**

PARFUMERS

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**Gillette's SUPERFATTED-COLD-CREAM Shaving Soap**

NO WASTE

PRODUCES A FINE CREAMY LATHER DOES NOT DRY ON THE FACE.

MADE IN ENGLAND.

## THE TRADE AND FINANCE OF THE P. &amp; O.

## A STRONG POSITION.

The *Times* of the 28th ult. contained the following article:

Within a few weeks dealers will be keenly awaiting the dividend declaration on the P. & O. deferred stock, and from then onwards until after the meeting in December the affairs of the Company will be treated to a liberal supply of limelight. The period of publicity has this year been advanced by the unfortunate differences which, as has been shown in these columns during the past few days, have arisen between the company and a number of its officers. Frankly, we are surprised that the management should ever have permitted matters to reach such a pass. It may be that discontent has been simmering for some time past or else that the 20 officers suddenly decided to strike swiftly and severely; but in any case a well-informed manager must have been aware last week of what was proposed and, if it would seem, have come to grips with the situation had it chosen before the whole matter was dragged before the public. Whatever shortcoming the Company may have, it cannot be accused of courting publicity, and a desire to deal with this domestic matter in the ordinary course of business could be well understood.

## A YEAR'S RESULTS.

But since there has been what seems uncommonly like the washing of dirty linen in public, the company must not be taken aback if its position and methods are subject to a little friendly examination. The P. & O. Line occupies a great position. It is the largest mail carrier between this country and the East and is immensely interested in Australian trade. It performs great services for the State and to many typifies the greatest traditions of the British mercantile marine. Its finance is a model on which other lines would, if they could, willingly base their own. Large sums have been written off the fleet year by year for depreciation, so that the Company is able to meet losses when they occur, rarely, it is true, without calling on the shareholders to feel the slightest effect. The financial year of 1912 was blackened by two disasters, but a year ago at the shareholders' meeting the chairman was able to state that they had been able to meet the exceptional resulting losses of £180,000 without encroaching on the reserves. The losses would, of course, have been infinitely heavier but for the conservative policy pursued during many years of reducing handsomely the book value of the ships. The cash profit, after allowing for the losses, was £250,000, and the amount allotted for depreciation was £169,161. Even then the Company was able to pay a larger dividend than it had distributed for a great many years. It paid, including a bonus, the equivalent of 15 per cent. on the deferred stock, as compared with 12 per cent. for the previous 12 years. The present price of the £100 deferred stock is 285, while at one time during the height of the gambling time last year the stock rose to as much as 425, an indication of what some thought the break-up value of the stock might be or the price which possible buyers might be prepared to pay. All the time the Company has been able to bring its fleet up to date, paying for the new ships out of surplus profits. Thus the Chairman pointed out at the meeting already mentioned, that within four or five years the Company had replaced the nine steamers in the Australian trade costing originally £1,805,000 by nine larger and more powerful vessels costing £2,955,000, a difference of £1,150,000, which the Company may fairly be said to have met in its stride. All the inherent strength shown by these signs is a fine tribute to the management and could not have been so signal if the shareholders had been permitted in the past to take a larger proportion of the profits in dividends. The Company has been able to preserve discipline among its proprietors just as well as it has always seemed able to maintain discipline among its employees.

## THE MANAGEMENT.

Not a little of the credit for the position in which the Company now finds itself is undoubtedly due to the indomitable energy of its venerable chairman, Sir Thomas Sutherland. For 33 years he has been chairman and for 41 managing director. For 13 years he was sole managing director. His determination and independence have compelled admiration, but no surprise was expressed last year when it was announced that he desired to be relieved to a certain extent from the everyday routine of administrative work, and two gentlemen who had long occupied important positions—Mr. I. M. Shields and Mr. F. Ritchie—were elected to the board with a view to their being appointed as managing directors. It would be idle to deny that, while the success which has attended the management has been well recognized, the Company's attitude towards its clients has sometimes been freely criticized. Possibly the Company has not always kept abreast of the changing conditions on which business is transacted, but it is believed that now, at any rate, there is a strong desire to fall into line with the methods adopted by other smaller but successful undertakings. Even the P. & O. must recognize that keen competition cannot be ignored.

## PRESENT TROUBLES.

The existence of this competition, coupled with the undoubted financial strength of the Company, increases the surprise that the differences between the Company and its officers should not have been settled amicably and privately. The position of the line entitles it to expect that its officers are at least the equal of any in the Mercantile Marine, and similarly the passengers should be content that the conditions of service and rates of pay are at least the equal of any obtained in other lines. There is a suggestion that the latter ideal is not fulfilled, and, if so, the sooner the matter

is put right the better. The value of merchandise carried in the P. & O. mail-boats, including often large quantities of specie, is immense, and merchants should certainly be justified in assuming that the conditions under which the goods are carried are of the best. In the present case it is probably a little unfortunate that the intervention of the Imperial Merchant Service Guild should have been necessary, if only because the lines always prefer to deal with their men direct. Much good has been done by the Guild in securing improved conditions for the officers in the Mercantile Marine, but at times its propaganda has been unwise. Nothing is to be gained by annoying shipowners with extravagant statements, but there is still a good deal to be done in quietly showing the public that the lot of Mercantile Marine officers needs to be improved. On all sides shipowners speak of increasing costs of labour, and if the higher wages are to be granted to manual labourers the case of those who stand on a high rung of the social scale is entitled to consideration. The P. & O. Line, with its great traditions and firmly established trade, may fairly be expected to be in the van.

## MATHEMATICAL TESTS FOR MEN'S ABILITIES.

## FACTORS OF SUCCESS.

The theory that the mind can be tested with mathematical accuracy, the author of which is Professor Spearman, Grote Professor of Mind and Logic in the University of London, is likely to cause considerable interest in educational circles. The lecture at University College, during which the theory was announced, was to the effect that people's abilities would in the near future be measured to several decimal places long before they left school. There was also the sociological and political aspect of the case, for the lower classes would thus no longer be able to complain that the upper classes got all the best jobs, which would be given to those whom it was definitely proved possess the largest amount of mental energy.

## ACCURATE MEASUREMENT

"The quantity of the intellect of the individual," said Professor Spearman to a *Daily Graphic* representative recently, "can be termed a function  $X.Y.Z$ , this function representing intellectual performance of a suitable character. A man's ability reveals itself in every performance, but some are much more suitable than others for testing purposes, as in them the general ability is less obscured by other factors. By the above means definite measurement can be given to any degree of accuracy, provided the testing is correspondingly elaborate."

Scholastic examinations are peculiarly unsatisfactory for measuring general ability, although they are, of course, of great use in estimating how far a person has mastered a particular subject. They can only gauge what may be called "text-book knowledge."

Success in all performances depends upon two factors—(1) General ability, which can be measured, and appears in all performances in a greater or less degree; (2) A factor specific to any particular performance, and differing in every distinct kind of performance. These two factors are not merely abstractions, but seem to have quite distinct physiological elements underlying them. There are also other intellectual factors of great importance, but their investigation is not sufficiently advanced to deal with at present.

## SUFFERERS FROM SKIN &amp; BLOOD DISEASES

such as ECZEMA, SCROFULA, BAD LEGS, ABSCESSES, ULCERS, GLANDULAR SWELLINGS, BOILS, PIMPLES, ERUPTIONS, PILES, BLOOD POISON, RHEUMATISM, GOUT, &c., should at once realize that outward application, such as lotions, ointments so-called balms, &c., though they may give relief for the time being, DO NOT CURE. The trouble lies deeper—in the blood. These complaints are the result of clogging impurities in the blood—and so

## CAN BE CURED ONLY BY PURIFYING THE BLOOD.

For cleansing the blood of all impurities, from whatever cause arising, there is no other medicine just as good as Clarke's Blood Mixture—that's why in thousands of cases of skin and blood diseases it has effected truly remarkable cures where all other treatments have failed.

The Editor of the "FAMILY DOCTOR," London's popular medical weekly, writes: "We have seen hosts of letters bearing testimony to the truly wonderful cures by Clarke's Blood Mixture. It is the first Blood Purifier that Science and Medical Skill have brought to light, and we can with the utmost confidence recommend it to our subscribers and the public generally."

## Clarke's Blood Mixture

THE WORLD'S BEST BLOOD PURIFIER HAS CURED THOUSANDS.

WILL CURE YOU.

Sold by all Chemists and Patent Medicine Vendors throughout the World. REFUSE SUBSTITUTES.

## Give them Bovril

Because the Body-Building Power of Bovril has been proved to be from 10 to 20 times the amount taken.

## A truth which nobody denies

is, that the maturing of whisky by time and nature cannot be hurried. Only by years in bond can it acquire the mellowness for which

## JOHNNIE WALKER

is famous.

JOHNNIE WALKER "White" Label, Over 6 years old.  
JOHNNIE WALKER "Red" Label, Over 10 years old.  
JOHNNIE WALKER "Black" Label, Over 15 years old.

To safeguard these ages our policy for the future is the policy of the past. First and foremost to see that the margin of stocks over sales is always large enough to maintain our unique quality.

Guaranteed same quality throughout the world.

To be obtained from:  
KAMP & CO, SHANGHAI.  
PERRIN, COOPER & CO., TIENTSIN.  
THE HANKOW DISPENSARY, LTD., HANKOW.  
SIEMSEN & CO, HONG KONG.

JOHN WALKER & SONS, LTD., Scotch Whisky Distillers, Glasgow, Scotland.



**MARTIN'S ANAPYL STEEL PILLS**

A French Remedy for Indigestion, Nausea, and all other ailments of the stomach and bowels. It is a powerful tonic, and its use is recommended in all cases of nervous debility, loss of vitality, nervousness, and all other conditions of the nervous system.

**KEATINGS' LOZENGES**

cure the worst cough.

## Famished Hair Cells

Hair-fallout is due to starved roots and cells. All the lotion of hair troubles vanish if you strike at the root. It is the same in every case. You must go right to the heart of the trouble. What the grey, languishing, dropping hairs

## call for

is an adequate food—a real nutriment. ROWLAND'S MACASSAR OIL gives an immediate new vitality to the feeble roots and the "falling" cells beneath them. It protects a soft, silky sheen and texture; a full, luxuriant growth, radiating a true natural hair-beauty. Softly perfumed with Oil of Rose. Supplied in Gold Tins for fair hair.

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## CHURCH SERVICES.

St. Andrew's Church, Kowloon. 23rd Sunday after Trinity. 23rd November, 1913. Morning Prayer (11 a.m.).—Responses, Psalms, Venite, 23rd Day; Psalms, As set; Te Deum, S. Jude; Benedictus, Garrett; Hymns, 160, 108, and 230. Evening Prayer (6 p.m.).—Hymns, 284; Responses, Psalms, Te Deum, 23rd Day; Psalms, As set; Magnificat, 23rd Day; Nunc Dimittis, Folton; Hymns, 300, 256 and 265. Kyrie, Mendelssohn.

First Church of Christ Scientist, MacDonnell Road, Sunday, 11.15 a.m., Wednesday, 6.30 p.m.

Union Church, Kennedy Road, Sunday, 11.15 a.m., 2.30 p.m., 4.30 p.m., 6.30 p.m., 8.30 p.m., 10.30 p.m. Evening Service, at 6 p.m. Hymns 384, 261, 172, 293, and 241. Preacher, Rev. J. Kirk Macdonald.

St. John's Cathedral, Hongkong. 23rd November, 1913. 27th Sunday after Trinity. Holy Communion (8.15 a.m.). Matins (11 a.m.). Responses, Psalms, Venite, Macfarren; Psalms, of the 23rd morning; Te Deum, Woodward, Smart, Turler; Benedictus, Garrett; Hymns: 280, 268, 164. Evensong (5.45 p.m.). (Full Choir.) Responses, Psalms; of the 23rd evening (1). Magnificat, 23rd Day; Wesley in F. Duthie. "As pants the hart," Spohr; Hymns, 233 and 288; Voluntary, Sonata Engue, Bach. N.B.—Psalms 114, verses 1, 2, 3, 6, G.P. In union: Psalm 115, verses 1, 9, 12, 16, and 18 in union; Hymn 233, verses 2 and 5 in union; Hymn (283), verses 3 and 5 in union.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

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## THE Steamship

"DEVANHA," Captain W. R. Hickey, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, TO-DAY, the 22nd November, 1913, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MEDINA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "CALANDRIA," due in London on the 3rd January, 1914.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to E. A. HEWITT, Superintendent, Hongkong, 10th November, 1913. [1256]

THE AMERICAN & MANCHURIAN LINE. (BUCKNALL STEAMSHIP LINES, LTD.)

THE Steamship

"CITY OF BARODA," Captain Mason, will be despatched from Hongkong on the 25th November for BALTIMORE and NEW YORK (with liberty to call at the Malabar Coast). For freight and further particulars, apply to THE BANK LINE, LTD., Agents.

Hongkong, 10th November, 1913. [1256]

FOR EUROPE VIA PORTS OF CALL.

THE I.G.M. Steamship

"PRINZ EITEL FRIEDRICH," Captain C. Mundt, will be despatched from here on WEDNESDAY, the 26th November, and is due to arrive in GENOA on the 23rd December. This Steamer gives passengers the opportunity to reach home just in time for Xmas. Early Booking Recommended.

For further particulars, please apply to MELCHERS & CO., General Agents, Norddeutscher Lloyd Hongkong, 6th October, 1913. [1162]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "MUNCASTER CASTLE," On or about 5th Dec.

For Freight and further information, apply to

DODWELL & Co., Ltd., Agents.

Hongkong, 12th November, 1913. [1316]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

STEAMERS TO SAIL

"LOONG-ANG" ... Saturday, 22nd Nov., 2 p.m.

"TIENTSIN" ... Sunday, 23rd Nov., D'light.

SINGAPORE, PENANG & CALCUTTA ... Tuesday, 25th Nov., Noon.

"LOAN" ... Friday, 28th Nov., D'light.

SINGAPORE, PENANG & CALCUTTA ... Saturday, 29th Nov., Noon.

"KUTSANG" ... Saturday, 29th Nov., Noon.

"HINSANG" ... Saturday, 29th Nov., 2 p.m.

"YUENSANG" ... Saturday, 29th Nov., 2 p.m.

SINGAPORE, PENANG & CALCUTTA ... Wednesday, 3rd Dec., Noon.

RETURN TOUS TO JAPAN.

The Steamers "KUTSANG" and "LAISANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Malabar Coast) and Hongkong. Time occupied 20 days.

This service is supplemented by the "FUCHANG," "LOAN," "YALING," and "SUNGANG," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

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Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Hongkong, 22nd November, 1913.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION                                       | VESSEL'S NAMES | FLAG & NO. | BIRTH | CAPTAIN      | FOR FREIGHT APPLY TO | TO BE DESPATCHED         |
|---|----------------|------------|-------|--------------|----------------------|--------------------------|
| LONDON via USUAL PORTS OF CALL                    | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | To-day, at Noon.         |
| LONDON, ROTTERDAM & ANTWERP                       | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 25th inst.            |
| LONDON & ANTWERP via HONGKONG &c.                 | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | About 25th inst.         |
| LONDON, GLASGOW & ANTWERP                         | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 3rd Dec.              |
| MARSEILLES, HAVRE & HAMBURG, &c.                  | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 4th Dec.              |
| MARSEILLES, BREMEN & HAMBURG, &c.                 | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 6th Dec.              |
| MARSEILLES via SAIGON, SP'ORE, COLOMBO, PORT SAID | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.   | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 3rd Dec., at D'light. |
| HAVRE, BREMEN & HAMBURG, &c.                      | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| ROTTERDAM, BREMEN & HAMBURG, &c.                  | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| ROTTERDAM, EMDEN & HAMBURG, &c.                   | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| COPENHAGEN, GOTHENBURG & BALIC PORT               | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| VICTORIA, VANCOUVER, SEATTLE & BALIC PORT         | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.        | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| VICTORIA, B.C. & TACOMA via SHANGHAI, &c.         | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON     | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| TRIESTE, Fiume, Venice via SINGAPORE, &c.         | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| TRIESTE, via SINGAPORE, PHNANG, COLOMBO, &c.      | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| NEW YORK via PORTS & SUEZ CANAL                   | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| BALTIMORE & NEW YORK                              | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| VANCOUVER, SEATTLE & BALIC PORT                   | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| VANCOUVER via SHANGHAI, JAPAN, &c.                | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| VANCOUVER via SHANGHAI, JAPAN, &c.                | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SAN FRANCISCO                                     | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SAN FRANCISCO via MACAO, MANILA & JAPAN, &c.      | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SAN FRANCISCO via MANILA & JAPAN, &c.             | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c.           | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| AUSTRALIAN PORTS via MANILA                       | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| AUSTRALIAN PORTS via MANILA                       | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| AUSTRALIAN PORTS via MANILA                       | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| MEXICAN, PERUVIAN & CHILE PORTS via JAPAN         | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| KOBE  | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| KOBE & YOKOHAMA                                   | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| KOBE  | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| YOKOHAMA & KOBE via SHANGHAI, &c.                 | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| NAGASAKI, KOBE & YOKOHAMA                         | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| TIENTSIN  | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| TIENTSIN  | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SHANGHAI & TSINGTAU                               | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SHANGHAI, KOBE & YOKOHAMA                         | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SHANGHAI, MOJI, KOBE & YOKOHAMA                   | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA               | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SHANGHAI  | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SHANGHAI, KOBE & MOJI                             | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SHANGHAI, MOJI, KOBE & YOKOHAMA                   | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SHANGHAI & TSINGTAU                               | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SHANGHAI  | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SHANGHAI, KOBE & YOKOHAMA                         | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SHANGHAI, YOKOHAMA, KOBE & MOJI                   | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SHANGHAI  | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SHANGHAI, RAKAO via SWATOW & AMOY                 | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| FOOCHOW via SWATOW & AMOY                         | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| TAMU via SWATOW & AMOY                            | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SWATOW  | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SWATOW, AMOY & FOOCHOW                            | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SWATOW, AMOY & FOOCHOW                            | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SWATOW, AMOY & FOOCHOW                            | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| MANILA  | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| MANILA, MANGARIN, CEBU & ILOILO                   | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| MANILA, CEBU & ILOILO                             | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| MANILA, MANGARIN, CEBU & ILOILO                   | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| BATAVIA, CHERIBON, SAMARANG, &c.                  | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| BOMBAY via SINGAPORE, PHNANG & COLOMBO            | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SINGAPORE, PENANG & CALCUTTA                      | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SINGAPORE, PENANG & CALCUTTA                      | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SINGAPORE, PENANG & CALCUTTA                      | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SINGAPORE, PENANG & CALCUTTA                      | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SINGAPORE, PENANG & CALCUTTA                      | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| JESSBLTON, KUDAT & SANDAKAN                       | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| HAIPHONG  | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |
| SANDAKAN  | DEVANHA        | Brit. str. | —     | W. R. Hickey | P. & O. S. N. Co.    | On 2nd Dec.              |

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

| To VANCOUVER      |                |          |                 |         |          |           | To L'POOL     |           | FROM L'POOL |                | FROM VANCOUVER    |           |          |         |                 |          |           |
|-------------------|----------------|----------|-----------------|---------|----------|-----------|---------------|-----------|-------------|----------------|-------------------|-----------|----------|---------|-----------------|----------|-----------|
| STEAMERS          | Hong-kong      | Shanghai | Nagasaki        | Kobe    | Yokohama | Vancouver | St. John N.B. | Liverpool | Liverpool   | St. John, N.B. | STEAMERS          | Vancouver | Yokohama | Kobe    | Nagasaki        | Shanghai | Hong-kong |
|                   | Leave          | Leave    | Leave           | Leave   | Leave    | Arrive    | Leave         | Arrive    | Leave       | Arrive         |                   | Leave     | Arrive   | Arrive  | Arrive          | Arrive   | Arrive    |
| EXPRESS OF ASIA   | Thurs. 4 Dec.  | 7 Dec.   | 8 Dec.          | 10 Dec. | 12 Dec.  | 21 Dec.   | 27 Dec.       | 3 Jan.    | 24 Oct.     | 31 Oct.        | EMPRESS OF ASIA   | 5 Nov.    | 16 Nov.  | 17 Nov. | 19 Nov.         | 21 Nov.  | 24 Nov.   |
| EXPRESS OF JAPAN  | Thurs. 18 Dec. | 21 Dec.  | 23 Dec.         | 25 Dec. | 27 Dec.  | 8 Jan.    | 14 Jan.       | 21 Jan.   | 7 Nov.      | 14 Nov.        | EMPRESS OF JAPAN  | 19 Nov.   | 3 Dec.   | 4 Dec.  | 6 Dec.          | 8 Dec.   | 11 Dec.   |
| EXPRESS OF RUSSIA | Thurs. 1 Jan.  | 4 Jan.   | 5 Jan.          | 7 Jan.  | 9 Jan.   | 18 Jan.   | 24 Jan.       | 31 Jan.   | 21 Nov.     | 28 Nov.        | EMPRESS OF RUSSIA | 4 Dec.    | 15 Dec.  | 16 Dec. | 18 Dec.         | 20 Dec.  | 23 Dec.   |
| MONTEAGLE         | Thurs. 15 Jan. | 18 Jan.  | Moji 20 Jan.    | 22 Jan. | 25 Jan.  | 8 Feb.    | 14 Feb.       | 21 Feb.   | —           | —              | MONTEAGLE         | 11 Dec.   | 27 Dec.  | 30 Dec. | Moji 1 Jan.     | 4 Jan.   | 7 Jan.    |
| EXPRESS OF INDIA  | Thurs. 29 Jan. | 1 Feb.   | Nagasaki 3 Feb. | 5 Feb.  | 7 Feb.   | 16 Feb.   | 25 Feb.       | 4 Mar.    | 6 Dec.      | 15 Dec.        | EMPRESS OF INDIA  | 18 Dec.   | 1 Jan.   | 2 Jan.  | Nagasaki 4 Jan. | 6 Jan.   | 9 Jan.    |

## PASSAGE RATES—HONGKONG TO LONDON.

|                   |                        | VIA ST. JOHN, N.B. | VIA NEW YORK. |
|-------------------|------------------------|--------------------|---------------|
| EMPRESS OF RUSSIA | Meals and Sleeping     | £71.10             | £71.10        |
| EMPRESS OF ASIA   | Car Berth across       | £65 -              | £65 -         |
| EMPRESS OF INDIA  | Canada \$2 additional. | £43 -              | £45 -         |
| EMPRESS OF JAPAN  |                        |                    |               |
| MONTEAGLE         |                        |                    |               |

Hour of Departure.—All Steamers sail from Hongkong at Noon. Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Tokyo Kisen Kaisha. SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application. AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 30,525 tons, are new quadruple screw turbine steamers, the fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPRESS OF BRITAIN" and "EMPRESS OF IRELAND." HOTELS.—The services furnished by the Company's chain of Hotels is unsurpassed. THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers







# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

| FOR  | STEAMERS | TO SAIL         | REMARKS                    |
|--|----------|-----------------|----------------------------|
| LONDON VIA USUAL PORTS OF CALL   | DEVANHA  | Noon, 22nd Nov. | See Special Advertisement. |
| LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES | NUBIA    | About 26th Nov. | Freight and Passage.       |
| SHANGHAI, MOJI, KOBÉ, SIMLA AND YOKOHAMA                                   | SIMLA    | About 28th Nov. | Freight and Passage.       |

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 22nd November, 1913.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

| FOR                   | STEAMERS   | TO SAIL                |
|-----------------------|------------|------------------------|
| SHANGHAI & TSINGTAU   | "CHENAN"   | On 22nd Nov., M'night. |
| HAIPHONG              | "KUEICHO"  | On 25th Nov., Noon.    |
| MANILA, CEBU & ILOILO | "SUNGKANG" | On 26th Nov., 9 A.M.   |
| SHANGHAI              | "ANHUI"    | On 26th Nov., 4 P.M.   |
| SHANGHAI & TSINGTAU   | "YINGCHOW" | On 27th Nov., M'night. |
| SHANGHAI              | "LUCHOW"   | On 4th Dec., 4 P.M.    |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LUCHOW" and "YINGCHOW" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.E.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to: BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 22nd November, 1913.

# THE EASTERN & AUSTRALIAN

## STEAMSHIP CO., LTD.

### MAIL SERVICE TO AUSTRALIA

VIA MANILA.

### MAIL SCHEDULE (SUBJECT TO MODIFICATION).

| STEAMER    | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|------------|--------------------------------|------------------------------|
| EMPIRE     | 22nd November                  | On 23rd Nov., 3 P.M.         |
| ST. ALBANS | 22nd November                  | On 11th Dec., 10 A.M.        |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON &amp; Co., AGENTS.

# HAMBURG - AMERIKA LINIE.

## DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and VANCOUVER (B.C.) and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South America Ports.

### NEXT SAILINGS FROM HONGKONG:

| OUTWARD.                         | HOMEWARD.                        |
|----------------------------------|----------------------------------|
| FOR SHANGHAI, KOBÉ AND YOKOHAMA: | FOR ROTTERDAM, BREMEN & HAMBURG: |
| S.S. ALTHARK                     | S.S. ARABIA                      |
| S.S. SITHONIA                    | S.S. SITHONIA                    |
| S.S. EMDEN                       | S.S. SITHONIA                    |
| S.S. SILESIA                     | S.S. SITHONIA                    |
| S.S. PREUSSEN                    | S.S. SITHONIA                    |
| S.S. O. J. D. ARLERS             | S.S. SITHONIA                    |
| S.S. SAKONIA                     | S.S. SITHONIA                    |
| S.S. SPEZIA                      | S.S. SITHONIA                    |
| S.S. SCANDIA                     | S.S. SITHONIA                    |

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

## FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP  | CAPTAIN              | LEAVING                        |
|------------|----------------------|--------------------------------|
| "HAITAN"   | Capt. J. S. Roach    | TUESDAY, 25th Nov., at 11 A.M. |
| "HAICHING" | Capt. W. C. Passmore | FRIDAY, 29th Nov., at 11 A.M.  |
| "HAIRANG"  | Capt. A. E. Hodgins  | TUESDAY, 2nd Dec., at 11 A.M.  |

### FOR SWATOW AND RETURN.

(Occupying 3 Days).

| STEAMSHIP | CAPTAIN           | LEAVING                          |
|-----------|-------------------|----------------------------------|
| "HAIMUN"  | Capt. J. W. Evans | SUNDAY, 23rd Nov., at 10 A.M.    |
|           |                   | WEDNESDAY, 26th Nov., at 11 A.M. |

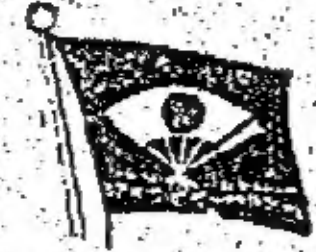
Steamers will arrive at and Depart from the Company's Wharf (near Blaks Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 22nd November, 1913.

# TOYO KISEN KAISHA.



## SAN FRANCISCO LINE.

## VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

| Steamer         | Displacement Tons and Speed. | Leave Hongkong.      |
|-----------------|------------------------------|----------------------|
| * HONGKONG MARU | 11,000—18 knots              | FRIDAY, 28th Nov.    |
| SHINYO MARU     | 22,000—21 knots              | THURSDAY, 4th Dec.   |
| CHIYO MARU      | 22,000—21 knots              | MONDAY, 22nd Dec.    |
| * NIPPON MARU   | 11,000—18 knots              | WEDNESDAY, 14th Jan. |
| TENYO MARU      | 22,000—21 knots              | SATURDAY, 17th Jan.  |

\* INTERMEDIATE SERVICE via MANILA. Omitting Shanghai.

All Steamers will be despatched at Noon.

|                         |        |                         |
|-------------------------|--------|-------------------------|
| FIRST CLASS TO LONDON   | £71.10 | RETURN (6 MONTHS) £120. |
| INTERMEDIATE " "        | £65    | " " " £109.             |
| FIRST CLASS TO NEW YORK | £60    | " " " £96.10.           |
| " " " SAN FRANCISCO     | £45    | " " " £68.              |

The INTERMEDIATE FARES TO NEW YORK and SAN FRANCISCO are £9 lower for Single Journey and £14 lower for Return from above Rates.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICAN LINE.

### VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

### TRANS-ANDAN ROUTE TO BUENOS AIRES.

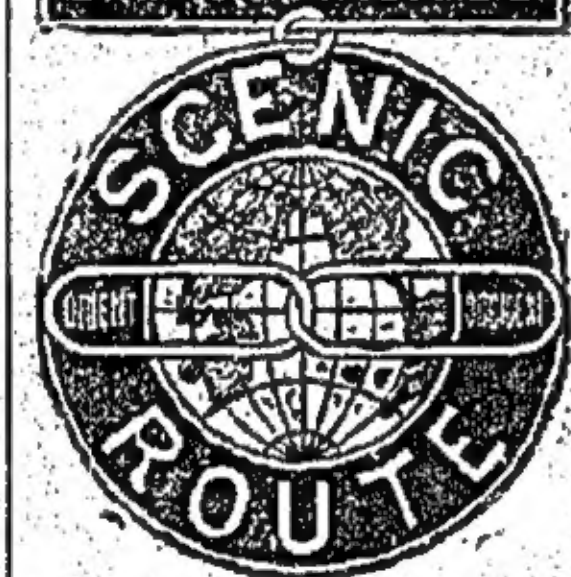
| Steamer   | Displacement Tons and Speed | Leave Hongkong              |
|-----------|-----------------------------|-----------------------------|
| ANYO MARU | 18,500—15 knots             | WEDNESDAY, 10th Dec., Noon. |

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,  
King's Building.

TELEPHONE 291.

# SAN FRANCISCO



## SCENIC ROUTE

### TRANS-PACIFIC

## TOYO KISEN KAISHA

### TRANS-CONTINENTAL

## WESTERN PACIFIC

## DENVER AND RIO GRANDE.

### MAIL SHIP SERVICE.

| Steamer          | Tonnage | Speed |
|------------------|---------|-------|
| S.S. TENYO MARU  | 22,000  | 21    |
| S.S. CHIYO MARU  | 22,000  | 21    |
| S.S. SHINYO MARU | 22,000  | 21    |

### INTERMEDIATE SERVICE.

| Steamer            | Tonnage | Speed |
|--------------------|---------|-------|
| S.S. NIPPON MARU   | 11,000  | 18    |
| S.S. HONGKONG MARU | 11,000  | 18    |

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every State-room, Brass Beds, Porcelain Bath-tubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unexcelled Cuisine.

## WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourist Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Landscapes and Scenes—Hundreds of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

### C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

# AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.) MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.

S.S. "AFRICA," 8,940 tons, will leave as above on 15th Dec., at 4 P.M.

Superior accommodation for 1st and 2nd Class passengers, no extras, no tips, no invalid cabins. Stewards, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 250 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUVA AND PORT SAID.

S.S. "NIPPON," 13,900 tons, will leave as above about 2nd December.

The Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewards, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS: Via Venice, Milan, Simplon, Lucerne, Paris, Calais or Boulogne, Class I £23.15, II £21.15.

Via Venice, Milan, St. Gothard, Lucerne, Bâle, Leon, Bâle or Boulogne, Class I £23.15, II £21.15.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £24.11, II £22.11.

Via Munich, Cologne, Hook or Flensburg, Class I £27.15, II £25.15.

TO SHANGHAI.

S.S. "AFRICA," 8,940 tons, will leave as above on 1st December, at 6 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBÉ VIA SHANGHAI, YOKOHAMA.

S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 27th November.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea &amp; Danube, also North &amp; South America.

SANDER, WIELER & Co., AGENTS,  
Princes' Building.

Hongkong, 18th November, 1913.

# NORDDEUTSCHER LLOYD. BREMEN.

## IMPERIAL GERMAN MAIL LINES.

| FOR  | STEAMERS          | TONS   | TO SAIL                        |
|--|-------------------|--------|--------------------------------|
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN         | "P. E. FRIEDRICH" | 16,000 | Wedday, 26th Nov., at 10 A.M.  |
| SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA                                      | "PRINZESS ALICE"  | 20,300 | About Wed'day, 26th Nov.       |
| MANILA, YAP, MARONN, SAMAR, RAI, NEWGUINEA, DRISSANE, SYDNEY and MELBOURNE | "PRINZ WALDEMAR"  | 5,100  | Saturday, 29th Nov., at 9 A.M. |
| KOBÉ   | "COBLENZ"         | 6,750  | About Tuesday, 11 Dec.         |
| JESSLETON, KUDAT and SANDAKAN  | "BORNEO"          | 5,000  | Tuesday, 2nd Dec., at 9 A.M.   |

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELOHRS & Co.,  
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 20th November 1913.

## PASSENGER SEASON 1914.

# NORDDEUTSCHER LLOYD. BREMEN.

## TO EUROPE BY THE MAGNIFICENT FAST LINERS.

| STEAMSHIP                 | DISPLACEMENT | TO SAIL           |
|---------------------------|--------------|-------------------|
| * "PRINZ LUDWIG"          | 18,300 TONS  | ON FEBRUARY 3RD.  |
| "GOEBEN"                  | 17,900       | ON FEBRUARY 18TH. |
| * "DERFFLINGER"           | 17,250       | ON MARCH 3RD.     |
| "KLEIST"                  | 17,000       | ON MARCH 18TH.    |
| * "PRINZ EITEL FRIEDRICH" | 17,000       | ON MARCH 31ST.    |
| "YORK"                    | 17,000       | ON APRIL 15TH.    |
| * "PRINZESS ALICE"        | 20,300       | ON APRIL 28TH.    |

\* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, please apply to

MELOHRS & Co., GENERAL AGENTS,  
NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 10th October, 1913.

## VESSELS EXPECTED.

### THE AMERICAN MAIL.

Per P.M. str. Korea left Yokohama for Hongkong, via Manila on the 16th November, at noon. The mails have been transferred to the C.P.R. str. Empress of Asia, which is scheduled to arrive at this port on the 24th November.

### THE AUSTRALIAN MAIL.

The E. &amp; A. str. St. Albans, from Sydney, etc., left Manila for this port on the 20th November, at midnight, and may be expected to arrive here on the 23rd November, morning.

The I.G.M. str. Coblenz left Sydney on the 15th November, at 2 p.m., and may be expected here on or about the 8th December.

The E. &amp; A. str. Eastern left Sydney for this port (via Queensland Ports, Port Darwin and Manila) on the 19th November, and may be expected to arrive here on or about 13th December.

### THE CANADIAN MAIL.

The C.P.R. str. Empress of Asia left Shanghai on the 22nd November, and is due to arrive here on the 24th November, at 8 a.m.

### THE GERMAN MAIL.

The I.G.M. str. Prinzess Alice, carrying the German mails, with dates from Berlin of the 29th October, left Colombo on the 16th November, p.m., and may be expected here on or about the 27th November.

### MERCHANT STEAMERS.

The Apar str. Gregory Apar, from Calcutta, left Singapore on the 18th November, and may be expected here on or about the 22nd November, a.m.

The N.Y.K. str. Hakata Maru (Calcutta Line) left Singapore for this port on the 19th November, and is expected here on the 24th November.

The Ben Line str. Benlarig, from Antwerp, Middlesbrough, and London, left Singapore on the 17th November for this port, and may be expected to arrive here on or about 24th November.

The str. Borneo left Sandakan on the 17th November, p.m., and may be expected here on or about the 24th November, a.m.

The American and Manchurian Line str. Kafue left Colombo on the 18th November, and is due here on the 30th November.

The N.Y.K. str. Tokoro Maru (European Line) left London for this port via ports on the 18th October, and is expected here on the 20th November.

The N.Y.K. str. Ranpang Maru (Bombay Line) left Bombay for this port via Singapore on the 13th November, and is expected here on the 1st December.

The Swedish East Asiatic Co.'s str. Canton left Port Said on the 4th November, and is expected to arrive here on the 2nd December.

The N.Y.K. str. Hiuchi Maru (European Line) left Colombo for this port via Singapore on the 20th November, and is expected here on the 3rd December.

The American and Manchurian Line str. Kandahar left New York on the 25th October, and is due here on or about the 15th December.

The N.Y.K. str. Miyazaki Maru (European Line) left London for this port via ports on the 6th November, and is expected here on the 17th December.

The str. Glenstrae passed the Suez Canal on the 28th October, for Hongkong via Straits.

### SHINE LINE, LIMITED.

Den of Airline, from Singapore, is due in Hongkong 23rd November.

Merionethshire, from London, is due in Hongkong 18th December.

Den of Crombie, from Vancouver, is due in Hongkong 25th November.

Mendocino, from Seattle, is due in Hongkong 30th November.

### PASSENGERS.

#### ARRIVED.

Per Assaye, for Hongkong, from London, Mrs. Slater and infant, Mr. and Mrs. Searle and 2 children; from Bombay, Mr. D. Burlingham; from Penang, Mr. J. W. C. Muir; from Singapore, Mr. A. H. Rix, Mr. S. B. Heorn, Mr. Charlesworth, Dr. Breyer, Rev. Miter and Mr. Willy.

Per Devanah, from Shanghai, etc., Mr. A. M. Coles, Mr. and Mrs. J. D. McPherson, Mr. and Mrs. J. D. Smart, Mr. Pulivarsky, Mr. Gourvitch, Mr. C. Rolfs, Mr. Kopp, Mr. Madsen, Mr. Oehndorf, Dr. Gastell, Dr. R. Cohn, Mr. A. Woolley, Dr. and Mrs. Cochrane, Miss L. Foreman, Mr. and Mrs. Bryan, and Rev. R. F. Schmiedel.

Per Hongkong Maru, from San Francisco, etc., Mr. R. Bassa, Mr. and Mrs. J. R. Cook and wife, Mr. J. F. Chandler, Mr. R. Jansen, Mr. and Mrs. F. Johnson, Mr. and Mrs. K. Kato, Fr. J. C. Kelling, Mr. R. MacDougal, Mrs. B. Martin, Miss N. Minalan, Mr. R. C. Porter, Mrs. G. H. Pennefather and infant, Rev. A. Ponget, Dr. C. Richter, Mr. and Mrs. C. B. Stager, Master H. Stager, Mrs. B. Taylor, Mr. and Mrs. J. F. R. Thompson, and Mr. H. S. J. Wilding and servant.

### LATEST STEAMER MOVEMENTS.

The N.Y.K. str. Nikko Maru (Australia Line) left Nagasaki for this port on the 20th November, and is expected here on the 24th November, daylight.

The N.Y.K. str. Sawaki Maru (Calcutta Line) left Kobe for this port via Shanghai on the 20th November, and is expected here on the 27th November.

The N.Y.K. str. Bombay Maru (Bombay Line) left Bombay for this port via Moji on the 21st November, and is expected here on the 28th November.

The N.Y.K. str. Mithima Maru (European Line) left Yokohama for this port via ports on the 19th November, and is expected here on the 1st December.

The N.Y.K. str. Kawachi Maru (Bombay Line) left Bombay for this port via Singapore on the 18th November, and is expected here on the 6th December.

The N.Y.K. str. Tosa Maru (Calcutta Line) left Calcutta for this port via ports on the 16th November, and is expected here on the 7th December.

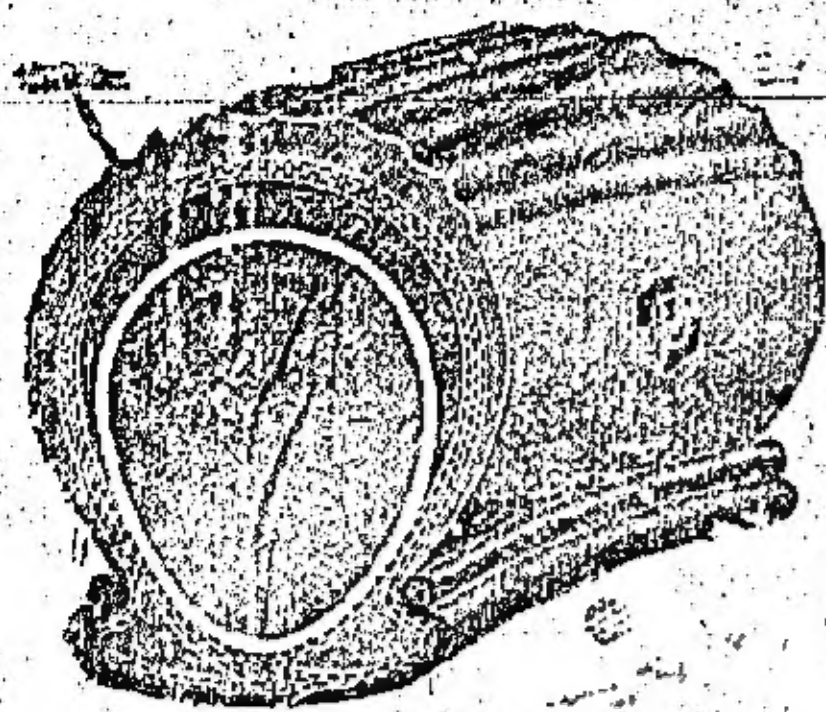
The N.Y.K. str. Tango Maru (Australia Line) left Melbourne for this port via ports on the 18th November, and is expected here on the 17th December.

The N.Y.K. str. Yokohama Maru (American Line) left Seattle for this port via ports on the 18th November, and is expected here on the 21st December.

The N.Y.K. str. Aki Maru (American Line) left Shanghai for this port on the 20th November, and is expected here on the 23rd November, a.m.



## PETER UNION



## RICKSHAW TYRES

ARE THE BEST!

AGENT:

HUGO C. A. FROMM.

Hongkong, 17th November, 1913.

[44-35]



## LEONHARDI'S

INKS, GUMS, TYPEWRITER RIBBONS

ARE THE BEST!

LEONHARDI'S

## CARBON PAPER

(PURPLE)

\$3.50 only Per Box of 100 Sheets.

RETAIL:

WING HING, STATIONER,

25, WELLINGTON STREET.

WHOLESALE:

HUGO C. A. FROMM,

20, DES VŒUX ROAD CENTRAL, 1st FLOOR.

Hongkong, 17th November, 1913.

[44-13]

## PETER SCHUERMANN AND

## SCHROEDER'S

## WOOLLEN PIECE GOODS

SUITINGS, COATINGS, BROAD CLOTH.

Representative for China:

HUGO C. A. FROMM,

TEL. 960.

20, DES VŒUX ROAD, 1ST FLOOR.

Hongkong, 17th November, 1913.

[44-35]

## POST OFFICE NOTICE.

## CHRISTMAS AND NEW-YEAR'S PARCEL MAIL.

The Public are informed that the Parcel Mail to the United Kingdom and Countries beyond which will be closed in this Office at 5 p.m. on the 21st November will be treated as the New Year Mail and is due to reach London on the 27th December. Parcels may be forwarded via Hindis with an extra fee of 60 cents, and with this mail are due in London on the 20th December.

Parcels containing Gold or Silver must be insured for at least part of their value. All insured Parcels must be sealed. All the seals must be of the same coloured wax, and must bear the impression of a private device. This device must be the same on each seal. Straight, curved, crossed or dotted lines are not admissible. Buttons, Coins and Thimbles cannot be used for sealing.

The Clerks of the Post Office are forbidden to affix stamps on letters or parcels or to seal any article for the public. Parcels that in the opinion of the officer handling the same do not comply with the regulations will not be accepted. It is requested that Parcels be posted early.

\* Specially superscribed correspondence only.

| FOR   | PER             | DATE                        |
|---|-----------------|-----------------------------|
| Tourism and Quinlon ... ..  | Helene          | Saturday, 22nd, 9.00 A.M.   |
| Japan via Mori ... ..   | Mexico City     | Saturday, 22nd, 10.10 A.M.  |
| STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via HAMBURG  |                 | Saturday, 22nd, 10.10 A.M.  |
| (Late Letters 11.00 to Noon, Extra Postage 10 cents.)   |                 |                             |
| (Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents.)   |                 |                             |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)                                      |                 |                             |
| * Philippine Islands ... ..   | Loongsang       | Saturday, 22nd, 1.00 P.M.   |
| * Philippines Islands ... ..  | Zafiro          | Saturday, 22nd, 3.00 P.M.   |
| * Amoy, * Shanghai and * North-China ... ..   | Typhoon         | Saturday, 22nd, 3.00 P.M.   |
| * Straits and Ceylon ... ..   | Mogilev         | Saturday, 22nd, 5.00 P.M.   |
| * Shanghai, North China and Tsingtau ... ..   | Chenau          | Saturday, 22nd, 5.00 P.M.   |
| (EUROPE via SIBERIA)  |                 |                             |
| Tientsin ... ..   | Chingching      | Saturday, 22nd, 5.00 P.M.   |
| Philippine Is., Timor, * Australia, * Tasmania and * New Zealand via Port Darwin ... ..   | Empire          | Sunday, 23rd, 9.00 A.M.     |
| * Swatow ... ..   | Haimun          | Sunday, 23rd, 9.00 A.M.     |
| * Saigon ... ..   | Dorment         | Sunday, 23rd, 9.00 A.M.     |
| * Swatow, Amoy and Formosa via Tamsui ... ..  | Daigui Maru     | Sunday, 23rd, 9.00 A.M.     |
| PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, * JAPAN, * UNITED STATES and * SOUTH AMERICA via SAN FRANCISCO ... ..                               | Persia          | Monday, 24th, 3.00 P.M.     |
| Swatow, Amoy and Poochow ... ..   | Levat           | Tuesday, 25th, 10.00 A.M.   |
| * Straits and * India via Calcutta ... ..   | Kusichow        | Tuesday, 25th, 11.00 A.M.   |
| * Tientsin ... ..   | Nikko Maru      | Tuesday, 25th, 11.00 A.M.   |
| Philippine Islands, Australia, Tasmania and New Zealand via Thursday Islands ... ..   | Hokuto Maru     | Tuesday, 25th, 3.00 P.M.    |
| * Straits, * Batavia, * Samarang, * Sourabaya and * Cheribon ... ..   | Sosho Maru      | Tuesday, 25th, 5.00 P.M.    |
| Swatow, Amoy and Formosa via Ningpo & Takao   | Sungkiang       | Wednesday, 26th, 8.00 A.M.  |
| Haiphong, Pakhoi and Saigon ... ..  |                 |                             |
| STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via NAPLES ... ..   | P. E. Friedrich | Wednesday, 26th, 8.30 A.M.  |
| Swatow ... ..   | Haimun          | Wednesday, 26th, 10.00 A.M. |
| Philippine Islands ... ..   | Chinika         | Wednesday, 26th, 3.00 P.M.  |
| Japan via Mori, Victoria, B.C., and Tacoma  | Tacoma Maru     | Thursday, 27th, 11.00 A.M.  |
| Shanghai, North China and Japan via Kobe ... ..   | Gregory Appear  | Thursday, 27th, 3.00 P.M.   |
| Shanghai and North China ... ..   | Hongkong        | Thursday, 27th, 5.00 P.M.   |
| Swatow, Amoy and Poochow ... ..   | Heiching        | Friday, 28th, 10.00 A.M.    |
| Philippine Islands, Yap, Maroua, Friedrich Wilhelmshafen, Rabaul, Herbertshöhe, Matupi, Samarai, Tasmania, New Zealand, Australia via Brisbane ... .. | Prins Waldemar  | Saturday, 29th, 8.00 A.M.   |
| Straits and India via Calcutta ... ..   | Kutung          | Saturday, 29th, 11.00 A.M.  |
| Sandakan ... ..   | Hinsang         | Saturday, 29th, 11.00 A.M.  |
| Philippine Islands ... ..   | Yuenwang        | Saturday, 29th, 1.00 P.M.   |
| Shanghai, North China and Tsingtau ... ..   | Yangchow        | Saturday, 29th, 5.00 P.M.   |
| (EUROPE via SIBERIA)  |                 |                             |
| Jessellton, Kuant and Sandakan  | Borneo          | Tuesday, 2nd, 8.00 A.M.     |
| * Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin ... ..  | Taiyuan         | Tuesday, 2nd, 9.00 A.M.     |
| Swatow, Amoy and Poochow ... ..   | Haiyang         | Tuesday, 2nd, 10.00 A.M.    |

## COMMERCIAL

## CLOSING QUOTATIONS.

November 21st

|                                   |            |
|-----------------------------------|------------|
| ON LONDON:                        |            |
| Telegraphic Transfer              | 111 1/2    |
| Bank Bills, on demand             | 111 1/2    |
| Bank Bills, at 30 days' sight     | 111 1/2    |
| Bank Bills, at 4 months' sight    | 111 1/2    |
| Credits, at 4 months' sight       | 2-4        |
| Documentary Bills 4 months' sight | 2-4        |
| ON PARIS:                         |            |
| Bank Bills, on demand             | 49 1/2     |
| Credits, at 4 months' sight       | 53 1/2     |
| ON GERMANY:                       |            |
| On demand                         | 201        |
| ON NEW YORK:                      |            |
| Bank Bills, on demand             | 47 1/2     |
| Credits, at 60 days' sight        | 48 1/2     |
| ON BOMBAY:                        |            |
| Telegraphic Transfer              | 146        |
| Bank, on demand                   | 146 1/2    |
| ON CALCUTTA:                      |            |
| Telegraphic Transfer              | 146        |
| Bank, on demand                   | 146 1/2    |
| ON SHANGHAI:                      |            |
| Bank, at sight                    | 73 1/2     |
| Private, 30 days' sight           | 74 1/2     |
| ON YOKOHAMA:                      |            |
| On demand                         | 95 1/2     |
| ON MANILA:                        |            |
| On demand                         | 96         |
| ON SINGAPORE:                     |            |
| On demand                         | 93 1/2     |
| ON BATAVIA:                       |            |
| On demand                         | 118 1/2    |
| ON HAIKONG:                       |            |
| On demand                         | 1 1/2 p.m. |
| ON SAIGON:                        |            |
| On demand                         | 78 1/2     |
| ON BANGKOK:                       |            |
| On demand                         | 78 1/2     |
| SOVEREIGNS, Bank's Buying Rate    | \$10.15    |
| GOLD LEAF, 100 fine, per tael     | \$53.40    |
| BAR SILVER, per oz.               | 27         |

## SUBSIDIARY COINS.

|          |                 |                  |
|----------|-----------------|------------------|
| Chinese  | 20 cents pieces | \$9.10 discount. |
| Chinese  | 10              | \$9.35           |
| Hongkong | 20              | \$6.50           |
| Hongkong | 10              | \$8.90           |

## SHARE LIST—QUOTATIONS.

HONGKONG, 21st NOVEMBER, 1913.

| STOCKS.   | NO. OF SHARES. | VALUE    | PAID UP. | CLOSING QUOTATIONS CASH. | RETURN ON BASIS OF LAST DIV. |
|---|----------------|----------|----------|--------------------------|------------------------------|
| BANKS.—   |                |          |          |                          |                              |
| Hongkong & Shanghai Bank Corporation                              | 120,000        | \$125    | all      | \$790, sales             | 5 1/2 p.c.                   |
| China Banking Company, Limited                                    | 50,000         | \$12     | all      | \$91                     | 5 1/2 p.c.                   |
| China Light and Power Company, Ltd.                               | 50,000         | \$5      | all      | \$4, sales               | 7 1/2 p.c.                   |
| China Provident Loan and Mortgage Co., Ltd.                       | 50,000         | \$10     | all      | \$8 1/2, sales           |                              |
| COTTON MILLS.—  |                |          |          |                          |                              |
| Ewo Cotton Spinning & Weaving Co., Ltd.                           | 20,000         | Ts. 50   | all      | Ts. 146                  |                              |
| Hongkong Cotton Spinning Co., Ltd.                                | 125,000        | \$10     | all      | \$9, buyers              | 5 p.c.                       |
| Dairy Farm Company, Limited                                       | 40,000         | \$4      | all      | \$7, buyers              | 5 p.c.                       |
| DOCKERS AND WHARVES.—   |                |          |          |                          |                              |
| Hongkong & Kowloon Wharf & G. Co., Ltd.                           | 60,000         | \$50     | all      | \$86 1/2, buyers         | 5 p.c.                       |
| Hongkong & Whampoa Dock Co., Ltd.                                 | 50,000         | \$50     | all      | \$74, buyers             | 5 p.c.                       |
| New Amoy Dock Co., Limited  | 10,000         | \$50     | all      | \$8 1/2                  | 7 1/2 p.c.                   |
| Shanghai Dock and Engineering Co., Ltd.                           | 55,700         | Ts. 100  | all      | Ts. 54, buyers           |                              |
| Shanghai and Hongkong Wharf Co., Ltd.                             | 36,000         | Ts. 100  | all      | Ts. 107                  |                              |
| Green Island Cement Co., Limited                                  | 400,000        | \$10     | all      | \$7, buyers              | 4 p.c.                       |
| Hongkong Electric Co., Limited                                    | 60,000         | \$10     | all      | \$44 1/2, buyers         | 4 p.c.                       |
| Hongkong Hotel Company Limited                                    | 12,000         | \$50     | all      | \$125                    | 5 p.c.                       |
| Manila Metropolitan Hotel, Limited                                | 15,000         | Pa. 10   | all      | \$65, buyers             | 5 1/2 p.c.                   |
| Hongkong Ice Company, Limited                                     | 5,000          | \$20     | all      | \$152 1/2, buyers        | 9 1/2 p.c.                   |
| Hongkong Rope Manufacturing Co., Ltd.                             | 60,000         | \$10     | all      | \$2 1/2                  |                              |
| Hongkong South China Steam Fishers Co., Ltd.                      | 15,000         | \$10     | all      | \$10                     |                              |
| Hongkong Steel Foundry Co., Ltd.                                  | 15,000         | \$10     | all      | \$10                     |                              |
| Hongkong Tramway Co., Ltd.  | 325,000        | 6/       | all      | \$16, sales              |                              |
| INSURANCE.—   |                |          |          |                          |                              |
| Canton Insurance Office Co., Limited                              | 10,000         | \$250    | \$50     | \$320, sales             | 6 p.c.                       |
| China Fire Insurance Co., Limited                                 | 20,000         | \$100    | \$20     | \$161, sal. & buy.       | 6 p.c.                       |
| Hongkong Fire Insurance Co., Ltd.                                 | 8,000          | \$250    | \$50     | \$380, sales             | 7 1/2 p.c.                   |
| North-China Insurance Co., Limited                                | 10,000         | \$15     | \$5      | Ts. 133, buyers          | 6 p.c.                       |
| Union Insurance Society, Limited                                  | 12,400         | \$250    | \$100    | \$810                    | 6 p.c.                       |
| Yangtze Insurance Association, Ltd.                               | 12,000         | \$100    | \$40     | \$192 1/2, @ Ex 73       |                              |
| LANDS AND BUILDINGS.—   |                |          |          |                          |                              |
| Hongkong Land Investment Agency Co., Ltd.                         | 50,000         | \$10 1/2 | all      | \$11 1/2, sal. & buy.    | 6 p.c.                       |
| Hongkong Land Reclamation Co., Ltd.                               | 25,000         | \$10     | all      | \$75                     | 5 p.c.                       |
| Humphreys Estate and Finance Co., Ltd.                            | 150,000        | \$10     | all      | \$9.20, buyers           | 5 p.c.                       |
| Kowloon Land and Building Co., Ltd.                               | 6,000          | \$50     | all      | \$40                     | 5 p.c.                       |
| Shanghai Land Investment Co., Ltd.                                | 78,000         | Ts. 50   | all      | Ts. 94                   |                              |
| West Point Building Co., Limited                                  | 12,500         | \$50     | all      | \$70, sales              | 5 1/2 p.c.                   |
| Maatschappij tot Mijne. Boschbouw Landbouw exploitatie in Langkat | 25,000         | Gds. 10  | all      | Ts. 27, sales            |                              |
| Mining.—  |                |          |          |                          |                              |
| Chinese Engineering and M. Co., Ltd.                              | 1,000,000      | \$1      | all      | 35/                      |                              |
| Heaswood Tin and Rubber Estate, Ltd.                              | 824,000        | 2/       | all      | 2/3, sales               |                              |
| Raub Australian Gold Mining Co., Ltd.                             | 200,000        | \$1      | all      | \$3 1/2, sales           |                              |
| Tromps Mines, Limited   | 160,000        | \$1      | all      | \$7 1/2                  |                              |
| Peak Tramways Co., Limited  | 25,000         | \$10     | all      | \$10 1/2                 | 7 1/2 p.c.                   |
| Philippine Co., Limited   | 50,000         | \$10     | all      | \$10 1/2                 |                              |
| Pulpes et Papeteries du Tonkin Societe des                        | 15,200         | \$50     | all      | \$20, sales              |                              |
| REFINERIES.—  |                |          |          |                          |                              |
| China Sugar Refining Co., Limited                                 | 20,000         | \$100    | all      | \$94, buyers             | 3 p.c.                       |
| LIASON SUGAR REFINING CO., LIMITED                                | 7,000          | \$100    | all      | \$33, sales              |                              |
| STEAMSHIP COMPANIES.—   |                |          |          |                          |                              |
| China and Manila Steamship Co., Ltd.                              | 30,000         | \$25     | all      | \$7.50, buyers           | 5 p.c.                       |
| Douglas Steamship Co., Limited                                    | 20,000         | \$50     | all      | \$50, sales              | 7 1/2 p.c.                   |
| Hongkong, Canton & Macao S.S. Co., Ltd.                           | 80,000         | \$15     | all      | \$24, sal. & sel.        |                              |
| Indo-China Steam Navigation Co., Ltd.                             | 60,000 pref.   | \$5      | all      | \$8 1/2, L'don           |                              |
| Shell Transport & Trading Co., Ltd.                               | 60,000 def.    | \$1      | all      | \$10 1/2                 | 6 p.c.                       |
| Star Ferry Company, Limited                                       | 2,500,000      | \$10     | all      | \$44 1/2, buyers         | 3 1/2 p.c.                   |
| South China Morning Post, Limited                                 | 40,000         | \$10     | all      | \$24, sales              |                              |
| Steam Laundry Company, Limited                                    | 6,000          | \$5      | all      | \$4, sal. & buy.         |                              |
| STORAGE AND DISPENSARIES.—  |                |          |          |                          |                              |
| Powell, Wm., Limited  | 15,000         | \$7      | all      | \$9 1/2, sales           | 4 p.c.                       |
| Watson & Co., A. S., Limited                                      | 90,000         | \$10     | all      | \$8, sales               |                              |
| Union Waterboat Co., Limited                                      | 50,000         | \$10     | all      | \$17 1/2                 | 5 1/2 p.c.                   |

## Para Rubber in London

3 1/4 per lb.

| Loans.                | Amount.      | Value.  | Interest.   | Quotation. |
|-----------------------|--------------|---------|-------------|------------|
| Chinese Imperial 1886 | Ts. 767,200. | Ts. 250 | 7% p. annum | Per.       |

VERNON &amp; SMYTH, Share Brokers.

## TO-NIGHT

9.15 p.m.—Harrison's Circus at Causeway Bay.

## ON SALE.

HONGKONG HANBARD REPORT of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1912.

REVISED BY THE MEMBERS.

PRICE — — — \$5.

## FORTHCOMING EVENTS.

Monday, 24th Nov.—

2.30 p.m.—Auction of Old Chinese Porcelains at Sales Rooms, by Messrs. Hughes &amp; Hough.

DAILY PRESS OFFICE.

Hongkong, 25th June, 1913.

## "THE GARRICK"

TOBACCO AND CIGARETTES.



ABSOLUTELY UNEXCELLED.



SOLD EVERYWHERE.

LAMBERT &amp; BUTLER,

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ALWAYS RELIABLE.



## A GENERAL FAVOURITE.

BOTH IN THE KITCHEN AND DINING ROOM.

MILKMAID

STERILIZED

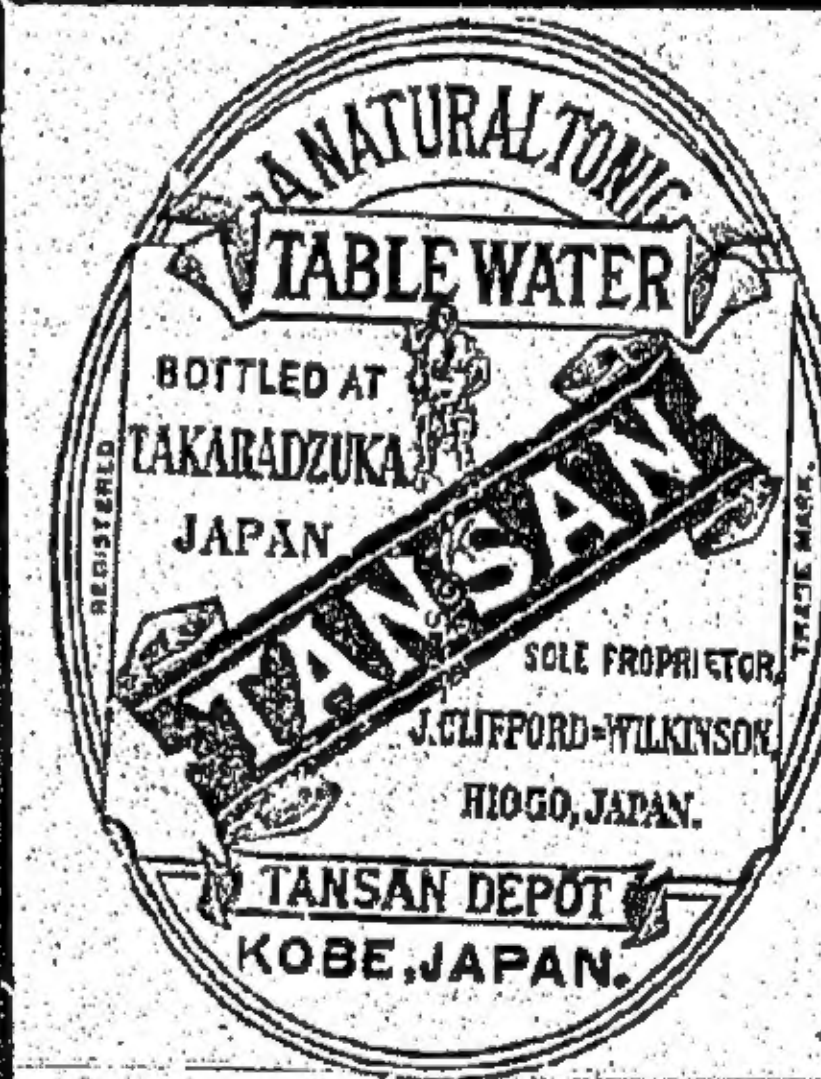
NATURAL

MILK.



Plenses Everybody because it is Reliable. It is Pure, Rich, Fresh Milk. Preserved only by the process of Sterilization, NOT CONDENSED. Obtainable at all Stores packed in two sizes.

[34-1]



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WAS AWARDED

THE GOLD MEDAL

AT THE

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TELEPHONE No. 135.

6, QUEEN'S ROAD CENTRAL, HONGKONG.

[42-2]

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NEW AND UP-TO-DATE PLANS OF THE SI-KIANG OR WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns on route from CANTON TO WUCHOW.

Hongkong, 5th April, 1913

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

FOR DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English-Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 to 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: \$1 Cash.

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